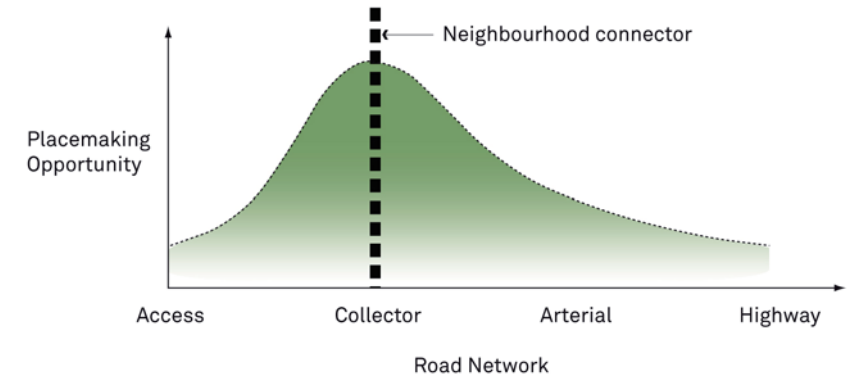
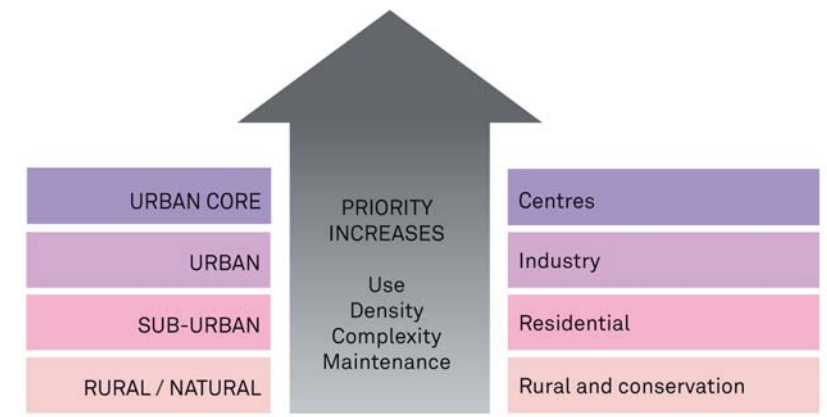


## 08 Management

### 8.1 Priorities and Implementation

Due to the large size of Logan City Council and the subsequent extensive road network, several priorities have been identified for Logan to effectively distribute council resources effectively. Each priority describes the issues and opportunities and possible implementation strategies.


Priority	Issues and Opportunities	Implementation
01 Local centres improvement programmes	<ul style="list-style-type: none"> <li>_Increase amenity and character of centres</li> <li>_Increase community focus and pride</li> <li>_Highest concentrated use out of the five character precincts</li> <li>_High visibility for local community and visitors</li> </ul>	<ul style="list-style-type: none"> <li>_Incorporate local identity through public art</li> <li>_Increase shade and amenity through street trees and awnings</li> <li>_Underground power</li> <li>_High quality footpaths</li> <li>_Create wide shaded footpaths with furniture to promote use and active shop frontages</li> </ul>
02 Collector Roads	<ul style="list-style-type: none"> <li>_People experience these roads daily when moving from home to destinations such as centres or community facilities</li> </ul>	<ul style="list-style-type: none"> <li>_Increase shade through street trees</li> <li>_Improve pedestrian and cycle paths to encourage walking or cycling to centres, community facilities (ie. Schools) and public transport</li> </ul>
03 Public Transport - Bus stops	<ul style="list-style-type: none"> <li>_Provide a more comfortable experience accessing public transport to encourage usage</li> <li>_Pedestrians are more likely to walk longer if the experience is pleasant</li> </ul>	<ul style="list-style-type: none"> <li>_Increase shade through street trees along high quality pedestrian pathways to public transport stops</li> <li>_Provide high amenity bus stops with seating and overhead covering to provide users with shade and protection from the weather</li> </ul>
04 Service road opportunities	<ul style="list-style-type: none"> <li>_Pacific Motorway service roads are very high visibility from Pacific Motorway</li> <li>_Forms a strong impression of Logan</li> <li>_Opportunity to improve perception of Logan</li> </ul>	<ul style="list-style-type: none"> <li>_Underground power</li> <li>_Incorporate large scale street trees</li> <li>_Improve signage standards</li> <li>_Planting to Motorway embankment</li> </ul>



Service roads along Pacific motorway with power lines and lack of street trees



09 Management

Priority	Issues and Opportunities	Implementation	
<p>05 Gateways - City and Local</p>	<ul style="list-style-type: none"> <li>_ Improve image and identity of Logan and local areas within Logan</li> <li>_ Improve way finding and legibility</li> <li>_ Improve sense of place</li> </ul>	<ul style="list-style-type: none"> <li>_ Continue existing local area gateway signage treatments</li> <li>_ Incorporate large tall trees where possible at gateways</li> <li>_ Public art opportunity at Logan City Council gateways and interchanges into Logan from Pacific Motorway</li> <li>_ Incorporate gateway treatments at exit ramps off the Pacific Motorway</li> <li>_ Entries at Council boundaries should be more substantial than local area gateways in regards to signage, scale, planting and construction budget</li> </ul>	<p>Current gateway treatments in Logan</p> 
<p>06 Pacific Motorway and Logan Motorway linkages</p>	<ul style="list-style-type: none"> <li>_ The motorways form major barriers between communities</li> <li>_ Link roads (over / under passes) form important vehicle, cycle and pedestrian connections between neighbourhoods</li> </ul>	<ul style="list-style-type: none"> <li>_ Improve planting, pedestrian paths and cycle paths</li> </ul>	
<p>07 Rural quality</p>	<ul style="list-style-type: none"> <li>_ Maintain rural qualities of the former Beaudesert Shire</li> </ul>	<ul style="list-style-type: none"> <li>_ Maintain views, natural vegetation and informal character of flush or no kerbs and roadside swales</li> <li>_ Discontinue urban treatments which introduce kerb and channel and formal nature strips in rural areas</li> <li>_ Maintain existing vegetation wherever possible in planning new roads</li> <li>_ Plant indigenous trees in informal / natural manner</li> </ul>	<p>Rural qualities of Logan City Council</p> 

## 09 Management

### 8.2 Maintenance and Establishment

This section of the Strategy provides an outline / approach to the development of landscapes that are cost effective to maintain and avoid conflict with existing or proposed infrastructure. Landscape maintenance practices will vary across the range of character precincts. In general the most intensive maintenance will occur in areas of the most intensive use and visibility to achieve the greatest impact / benefit for the community. Conversely less intensive precincts will have less intensive maintenance. Refer to diagram 01 illustrating priority of maintenance requirements.

Good quality establishment and initial maintenance will minimise the maintenance requirements over the life of the tree. Refer to diagram 02 illustrating maintenance over the life of the tree. Species selection, to ensure appropriate life cycle of the tree should consider local climatic conditions, specific site constraints such as the verge /median width, location of infrastructure and building setbacks. The tree should be planted in tree pits of an appropriate scale and filled with soil to suit the long term nutrient requirements of the tree. Consideration of these site factors will reduce the likelihood of the short term failure of the street tree, improving the life cycle of the tree and in turn the maintenance requirements of the street trees.

Finally, an integrated approach to maintenance by the full range of people involved with the street would be beneficial. Staff from a variety of differing areas should have a mutual understanding of all elements of the street maintenance, ie. footpath, trees, road and services.

#### Centre Medians / Roundabouts

- \_Centre medians, should be planted with hardy plants that can tolerate periods of dryness.
- \_Hardstand material should be used where the width of a centre median is less than 400mm
- \_Roundabouts of a small size, ideally should be a hardstand material
- \_Refrain from the use of crusher dust in centre medians.

#### Maintenance

- \_“Off Maintenance” requires landscaping areas to be handed to Council weed free, pruned and with missing plants and diseased plants replaced.
- \_The soil level in the garden beds should be no lower than 150mm from the concrete buffer lip (edging) for tripping reasons. Having 150mm clearance will allow for 100mm of mulch and 50mm clearance to the concrete edging. Development contractors need to ensure that sub soil drainage is adequate to try and prevent sinking and excess water sitting around the plants in the median.

#### Verge Garden Beds

- \_Verge planting, as approved by Logan City Council, will have concrete edges.
- \_Where driveways are situated along roads, the height of plants should not impair sight lines.
- \_Pedestrian crossings on roadways require garden beds to be set back a minimum distance of 1.2m and small shrubs and ground cover plants should be used to maintain sight lines for vehicles and pedestrians.

#### Grassed Areas

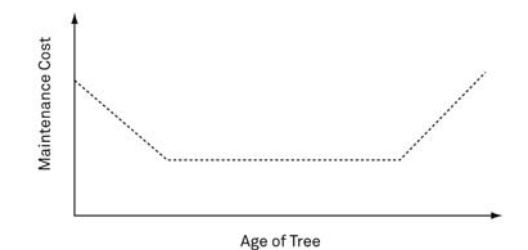
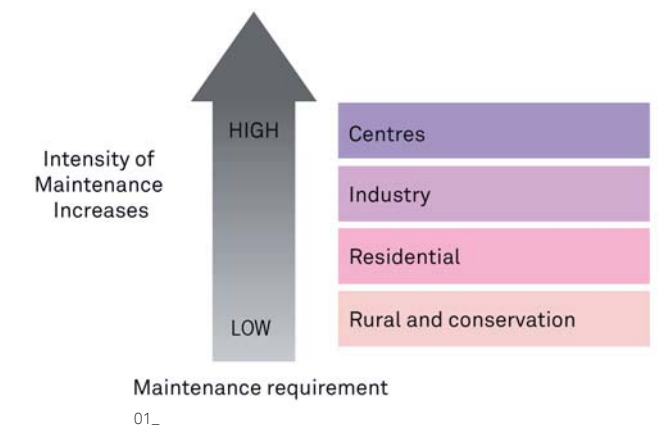
- \_Where permitted turf edging should be constructed in a manner that avoids damage to concrete edging.
- \_Where permitted, turf to a median should not be less than 350 cm (2 mower widths) (144 inches).

#### Street Trees

For residential subdivision a tree should, where possible, 1 street tree should be planted every 8 metres of road frontage, a similar planting regime is required for commercial or industrial development.

Street trees are to be located to prevent damage to services and should not restrict traffic visibility. Specify planting set out as follows:

- \_not be located within 3metres of either side of a crossover or a driveway;
- \_not be located within 3metres of a parking space and located perpendicular to the parking;
- \_not be located within 10 metres of the approach side or within 10metres of the departure side of an existing or future pedestrian crossing;
- \_not be located on a verge less than 3 metres wide;
- \_not be located within 8 metres of a road light pole;
- \_not be located within 5 metres of an electricity pole or pillar or a telephone pole or pillar;
- \_not be located within 3.5 metres of a power line;
- \_not be located within 0.6 metres of the back of a kerb;
- \_not be located within 10 metres of the approach side or 3metres of the departure side of a road sign;
- \_not be located within 1.5 metres of the sewerage system or water supply system;



Maintenance: Early investment in establishment of trees will optimise tree health and minimise long term maintenance

## 09 Management

### 8.3 Funding and implementation

The proper planning and funding of the street landscape is critical to achieve its successful implementation. This report sets out a strategy for the landscape treatment of Logan's streets. To realise this vision will require a number of steps.

**Recommendations Include:**

1. Inventory of existing trees (street landscape)
2. Define extent of landscape required for various character precincts / street types
3. Determine cost rates (lineal metre rates) for various street types
4. Determine cost estimates (capital costs) and programs to form the basis of a planting program / budget
5. Determine funding source to undertake various elements of the plan. i.e. infrastructure charges, new works by developers, or retrofit work of existing development areas by council (property owner may assist in establishment).
6. Confirm maintenance plans, program and staffing requirements.

Fundamentally, the only way the Strategy will achieve its potential is for it to be considered as an integral component of street infrastructure in the same way as lighting, footpaths or drainage. All these elements contribute to the success of the street. They all require thorough planning, installation and maintenance to ensure their success and value to the community.

The Strategy has the potential to greatly enhance Logan's image, amenity and environment for future generations.