

Park Ridge General Planning Layout (Phase 1)



Legend

- Park Ridge Structure Plan Area - Phase 1
 - Environmental Conservation
 - Park
 - Electrical Easement
 - Stormwater & Waterway
 - Stormwater Detention
 - Bioretention Basin
 - Wetland
 - Left In Left Out Intersection
 - Controlled Intersection
 - Low Density Residential Zone
 - Low Medium Density Residential Zone
 - Medium High Density Residential Zone
 - Local Area Plan Area (Refers to Park Ridge Local Area Plan in the Logan Planning Scheme)
- ### Road Type
- Urban Arterial Multi Modal
 - Urban Arterial
 - Urban Collector
 - Industrial Collector
 - Local Road Network

DEVELOPMENT CONTROL PROVISIONS

- 1 No lot frontage vehicular access will be permitted directly onto Urban Arterial roads, Urban Collectors and Industrial Collectors.
- 2 To prevent backyards of dwelling houses facing urban arterial and urban collector roads and creating a continuous line of fences, no new lots are permitted to present their rear boundary in this way. Developments need to incorporate urban design principles, landscaping and a road network design to enhance the visual amenity of urban arterial and urban collector roads.
- 3 Refer to the Road Classification table for road reservation widths.
- 4 Permanent intersections of local road with major roads are fixed where there is an existing intersection. Temporary intersections with these roads will only be permitted where it can be demonstrated that such intersections will be capable of being closed and converted into a cul-de-sac when an alternate access becomes available.
- 5 This plan is provided only for the purpose of illustrating a preferred road network plan. Development may require a range of development permits including approvals from Local, State and Federal government authorities. It is recommended that further advice is obtained from a planning professional. Variations to the general planning layout will only be permitted where it can be demonstrated that such variation will not compromise the ability for an adjoining property to be developed to meet the objectives of the planning layout.
- 6 All proposed parks are to have road frontages provided in accordance with the reconfiguration of a lot code in the Logan Planning Scheme.
- 7 All stormwater drainage is to be carried to a 'lawful point of discharge' as designed on the 'stormwater infrastructure network plan'. Variations to this requirement will only be accepted where it can be demonstrated that there is no ability to comply with this requirement. In such cases Council may accept temporary on-site detention pending the future connection of the site drainage to the legal point of discharge. Such requirement for future connection will be the subject of a condition in an Agreement. No permanent onsite storage will be accepted.
- 8 Properties may only be developed at such times as there is major infrastructure provided or where it can be demonstrated that the proposed development can be accommodated without compromising the ability to provide the required major infrastructure. Location of infrastructure will be subject to further detailed investigation for individual developments.
- 9 Residential streets should be preferably limited to 150-200 metres in length. In the event that longer sections are unavoidable pedestrian access mid-section is to be provided by way of 10 metres wide reserve that will be provided with a paved pathway. The use of cross roads in residential areas is appropriate where safety and design standards for pedestrians, cyclists and vehicles can be achieved. The use of cross roads however should be kept to minimum.
- 10 For access and maintenance purposes and where possible, roads are to be adjacent to and outside waterway areas, parks and environmental conservation areas.
- 11 Actual alignment of roads are subject to detailed design demonstrating the road geometry compliant with the road hierarchy, relevant road design standards, and Council's Planning Layouts for Road Infrastructure.

ROAD CLASSIFICATION

Road classification	Road	Extent	Reserve width	Carriageway	Sequence	Comments
Stage 1 North of Park Ridge Road						
Urban Collector	UA2	Bumstead Rd - Park Ridge Road	23	1 X 15	PIA	
	UA1	Kantenna St - Green Rd	23	1 X 15	PIA	<ul style="list-style-type: none"> ☒ Low speed environment ☒ Town centre streets to have wider footpaths and reduced park lanes ☒ Build-outs for on-street dining along cycle/pedestrian lane ☒ Potential bus route
	Kantenna St	Mt Lindesay Highway Service Road - UA1	23	1 X 15	PIA	
	Clarke Rd	Bumstead Rd to Park Ridge Rd	23	1 x 15	PIA	
	Green Rd	Mt Lindesay Service Rd - IC1	23	1 X 15	PIA	
	Bumstead Rd	Clarke Rd - Chambers Flat Rd	23	1 X 15		
	Bayliss Rd Extension	Green Rd - Park Ridge Rd	25	1 X 17	PIA/AA	☒ Multi-modal
	UA3	Jedfire Rd - Bayliss Rd extension	23	1 X 15	PIA	
Urban Arterial	Chambers Flat Rd	Bumstead Rd - Koplick rd	34	2 X 10	PIA	☒ No parking either side
Urban Arterial Multi Modal	Park Ridge Rd	Mt Lindesay Rd - School Rd	37	2 X 11.5		☒ Multi-modal ☒ No parking either side
Industrial Collector	IC 1 - (Extension of Rai Drive)	Green Rd - Park Ridge Rd	24	1 X 16	PIA	
	IC 2	Bumstead Rd - IC1		1 X 16		
	IC 3	Green Rd - Park Ridge Rd		1 X 16		
	IC 4	IC3 - Clarke Rd		1 x 16		



Note:

The GPL only reflects residential zonings. Please refer to the Logan Planning Scheme for other zonings

To remove any doubt, where any inconsistency exists between this plan and the Council Endorsed Park Ridge Structure Plan, the Structure Plan prevails.

While all reasonable care has been taken in producing this information, the Council does not warrant the accuracy, completeness or currency of this information and accepts no responsibility for, or in connection with, any loss or damage suffered as a result of any inaccuracies, errors or omissions or reliance on this information.

**Endorsed by Council on
18th November 2014**

