Background

- The Park Ridge Master Planned Area (MPA), formerly known as the Park Ridge Major Development Area, is characterised by a mix of Rural, Park Residential and Rural Residential uses.
- In recent years, there has been heightened interest in the area to accommodate some of South East Queensland’s projected population growth.
- The MPA has a total area of 2450 hectares and extends from the Greenbank Military Reserve in the west to the Logan River in the east and includes parts of the suburbs of Borenda Heights, Greenbank, Heritage Park and Logan Reserve as well as Park Ridge.

Regional and City Planning

- South East Queensland Regional Plan 2005-2026 included the site in the Mt Lindesay / North Beaudesert Investigation Area.
- Office of Urban Management (OUIM) identified the site as a Major Development Area (MDA).
- Recent amendments to the Integrated Planning Act now refer to the site as a Master Planned Area (MPA).
- Logan City Council views this project as a flagship for sustainable development within the City.
- The MPA will draw on best practice standards encouraging innovation and technology.
- The MPA is intended to achieve a balance between financial imperatives, sustainable development, conservation, affordability and community need.

Purpose of MPA Structure Planning

- To set an overall strategic framework (Structure Plan) for achieving the key urban development outcomes for both the SEQ Regional Plan and the Logan Planning Scheme.
- To undertake a detailed investigation of the MPA to verify its potential to accommodate urban development opportunities.
- To establish best practice sustainability principles to guide the long-term development of the MPA.
- To provide the basis for consulting with the community and government stakeholders.
- To identify a preferred development pattern and urban design strategy for the MPA to inform the preparation of the Park Ridge MPA Structure Plan.

Structure Planning Status

- Over the past year, Logan City Council has undertaken a broad range of studies to inform the preparation of the Structure Plan for the MPA.
- The findings of these investigations represent a comprehensive analysis of the social, economic, and environmental context of the MPA now and looking into the future.
- The purpose of the workshop was:
  - to provide State agencies with a brief on the study findings by consultants and Council officers.
  - for State agencies to provide feedback and input.
  - to consider various land use and infrastructure strategies to guide development of Structure Plan options.
- The workshop produced three conceptual options that spatially identify future land uses across the MPA.
- The options were further tested and refined by Council and the Park Ridge MPA Structure Plan project team to produce the Structure Plan Options.
- These Options and the supporting design concepts are presented on the surrounding boards to illustrate a range of alternative approaches to the structural layout of the MPA as the basis for engaging the community and State agencies.
Sustainable Urban Communities:
- New suburbs in the Park Ridge Master Planned Area (MPA) accommodate 30,000 new residents over the next 20 years
- New communities are sustainable and complete with a full range of modern community facilities
- Walkable neighbourhood design provides a network of non-motorised connections to schools, shops, community facilities and recreation venues

Urban Design:
- Design of new communities makes the most of the area’s natural assets
- Self-containment of trips within the MPA is maximised with jobs, schools, shops and leisure activities in close proximity
- Urban design is innovative and sustainable
- Park Ridge is a most desirable place to live and work

Residential Housing:
- 12,000 new houses to be constructed over the next 20 years
- A complete mix of housing is provided including smaller more affordable housing
- Higher density multi-storey residential dwellings are located in centres surrounding transport nodes
- Contemporary energy efficient house designs reduce the long term impact on natural resources

Business Park:
- An innovative and well designed mixed use business park integrates commercial offices, residential units, boutique retail and lifestyle attractors.
- Resident educational and training institutions form strategic alliances with MPA businesses and industries for ‘on the job’ training.
- The new centres play an important role in establishing and developing local identity and community spirit for the new communities.

Environment, Parks and Waterway Network:
- Important environmental areas throughout the MPA are protected.
- District wildlife corridors are established to link important habitat within the MPA to eternal conservation areas.
- Sport and recreation parks interspersed throughout the open space network provide healthy exercise opportunities for the whole family.
- A network of safe cycleway and pedestrian pathways through the open space network link residential areas with employment areas, schools, shops and community facilities.

Infrastructure:
- New communities are supported with social infrastructure services and programs.
- The rollout of road, water, sewerage, and other essential infrastructure matches the market demand for new land.
- New communities are serviced with a high standard public transport system and an extensive network of walking and cycling paths.

Jobs:
- A diverse range of knowledge based employment opportunities are available in the MPA.
- Employment precincts are in close proximity to new residential communities
- 8,000 – 13,000 new jobs are generated for Logan workers over the next 20 years
- Over time, Park Ridge will become a major economic hub
With an area of 2450 hectares, the Park Ridge Master Planned Area (MPA) represents one of the largest future urban expansion areas in South East Queensland. A comparison of its scale against some of the major SEQ centres highlights the Park Ridge MPA’s regional significance and opportunities for the development of a major new innovative residential and employment area with a strong focus on self-containment and sustainability.
Natural Values

- The Park Ridge Master Planned Area (MPA) covers 2450ha of semi rural and low density residential uses.
- There are many areas within the MPA which according to the Logan Planning Scheme and Vegetation Management Act have natural values that will constrain future development.
- Key natural values include wetlands, waterways and associated buffers, vegetation management areas, environmental management orders and the flood plain management areas.

Ownership and the Influence of Nearby Activities

- The MPA fragmented ownership pattern presents challenges to large scale land development in terms of the ease with which land can be strategically amalgamated to achieve the outcomes of the Structure Plan.
- The site has a large number of lots less than 1.5 hectares in area which will make it difficult to assemble readily developable parcels of land. Varying levels of investment throughout the MPA also make it difficult to identify areas ready for development.
- There are also limitations on development associated with Archerfield Airport, the Greenbank Military Reserve, easements and crown land.
Background

Existing Zoning
The Logan Planning Scheme designates the majority of the Park Ridge Master Planned Area (MPA) as Investigation Area interspersed with other urban and non-urban zonings.

Existing Transport Hierarchy
Existing public transport is limited to line haul bus services along the Mt Lindesay Highway to Brisbane CBD and limited intra-city services. The Sydney / Brisbane Interstate Railway has the potential to be a future passenger rail service. An extensive cycle network (both on and off-road) provides the MPA with opportunities to expand the non-motorised transport network.

A number of existing major roads within and surrounding the MPA exhibit high levels of connectivity to future urban areas. Major roads within the MPA include:
- Mt Lindesay Highway (State-controlled road network)
- Chambers Flat Road (Local road network)
- Crass Road / Park Ridge Road / School Road (Local road network)
- Green Road / Bumstead Road (Local road network)
- Rosa Road / Koplick Road (Local road network)

Note: The State Government is yet to advise if a possible extension of the Gateway Motorway is necessary and if so, where that corridor would be located.
Views and Visual Character

- The Park Ridge Master Planned Area (MPA) has prominent views to the Scenic Rim in the south as well as to Brisbane in the north.
- Similarly, some elevated parts of MPA form key views from external locations.
- These visual considerations are taken into account and used to inform the structure planning process.

Background
Important Design Principles

Community & Local Lifestyle
- Ensure the well-being of new communities and the creation of local identity by providing a full range of social infrastructure and support services, meeting places, community activities and lifestyle attractions.

Urban Structure
- Facilitate a sustainable approach to urban development by establishing an urban structure of walkable scale neighbourhoods. These clusters support mixed use centres that minimise car dependence, support public transport, encourage greater job self-containment and protects key environmental and cultural assets.

Movement
- Provide an integrated movement network of public transport routes, cycleways and interconnected streets that clearly establishes good internal and external access for residents and industry, maximises safety, encourages walking and cycling, supports public transport, minimises car trips and minimises the impact of through traffic.

Housing
- Draw on subtropical design principles to ensure innovative, sustainable and energy efficient residential development.
- Provide a variety of lot sizes and housing types to meet the diverse housing needs of the community in well structured neighbourhoods and at densities that can ultimately support public transport and the provision of local services.

Efficient Infrastructure
- Ensure cost-effective, timely and resource-efficient delivery of public utilities and infrastructure to promote a functional, energy efficient and well serviced development.

Environment, Parks and Waterways
- Establish a comprehensive open space network which protects key wildlife habitat, vegetation, waterways and wetlands; integrates significant cultural and environmental features; provides a well distributed parkland network that caters for the community’s diverse sport, recreation and leisure needs (including cycleways, walking paths, picnic facilities and playgrounds) and integrates best practice water sensitive urban design strategies.

Mixed Use Centres
- Encourage a mix of uses in centres that meet the diverse and changing needs of the community and offer a wide choice of housing, leisure, local employment opportunity and associated community and commercial facilities.

Neighbourhoods
- Ensure that neighbourhoods are of a walkable scale, integrate key site features and environmental constraints, and provide ease of access to transport, services and facilities for all users, including seniors and users with disabilities.
**Structure Plan Option 1**

**Design Philosophy (Grid Scenario)**
- Largely rectangular grid street network.
- Park Ridge Road is retained in its current location.
- Highest order district retail centre (Park Ridge Town Centre) is located at an expanded Park Ridge Shopping Village.
- A district retail centre is situated at the intersection of Chambers Flat and Park Ridge Roads.
- Business activities are clustered towards Mt Lindesay Highway.
- Industrial activities located closest to a new freight collector road extending south from Crestmead Industrial Estate.
- Collector road network runs adjacent to the open space network enhancing amenity, access and casual surveillance.

**Land Use Structure**
- A hierarchy of centres is established to service new residential and industrial areas.
- New industrial uses form a logical southern extension to the Crestmead Industrial Estate.
- A loop road system frames a Business Technology Centre providing high levels of access, public transport service and visual exposure.
- The Town Centre provides the most intense and diverse opportunities for residential, retail, business, civic, health, community, transport, education, recreational and entertainment activities and services.
- Convenient local retail centres and community facilities are located in walkable neighbourhood catchments.
- The future land use of the western extremities of the MPA is retained as an area potentially suitable for a Transit Oriented Community.

**Transport Network**
- Urban grid system is established through the use and extension of existing road corridors.
- North-south urban arterial and collector corridors broadly establish a 1km x 1km arterial grid over the MPA.
- A defining public transport loop road system is formed by Mt Lindesay Hwy, Park Ridge Road, Chambers Flat Road, Talinga Drive and Beaumont Road.
- An expanded cycle network builds upon the existing network utilising the environmental areas, parks, and waterways and other parts of the open space network and on-road facilities.
- A new freight collector road to Crestmead Industrial Estate keeps freight traffic away from residential areas.

**Density**
- Higher, transit-supportive residential densities are focused around retail centres, community nodes and along future public transport routes.

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**Legend**
- OPEN SPACE
- RESIDENTIAL
- PARK RIDGE TOWN CENTRE
- EXISTING SCHOOL
- BUSINESS TECHNOLOGY CENTRE
- GENERAL INDUSTRY
- LIGHT INDUSTRY
- FLOOD INVESTIGATION AREA
- TOC INVESTIGATION AREA
- DISTRICT CENTRE
- LOCAL CENTRE
- PROPOSED SCHOOL
- MAJOR URBAN COLLECTOR (ACCESS PERMITTED)
- HIGHWAY
- ARTERIAL ROAD
- MAJOR URBAN COLLECTOR (LIMITED ACCESS)
- PROPOSED FREIGHT COLLECTOR ROAD
- RAIL
- PUBLIC TRANSPORT ROADS
- EQUIPMENT ROADS
- WATERWAYS
- URBAN BOUNDARIES
- PROPOSED URBAN BOUNDARIES
- MINERAL RESOURCES
- MINERAL LEASES
- POTENTIAL RESOURCES
- POTENTIAL MINING LEASES
- POTENTIAL UPM LEASES
Structure Plan Option 2

Design Philosophy (Neighbourhoods Scenario)

- Informal road network reinforces separation between green corridors and developed areas to a greater extent than in either of the other Options.
- The Park Ridge Town Centre is located at the intersection of Mt Lindsay Highway and Park Ridge Road.
- The Business Technology Centre extends eastwards from the Town Centre.
- A distinct retail centre is stipulated at the intersection of Chambers Flat Road and Park Ridge Road.
- Industrial areas are grouped in the central third of the MPA.

Land Use Structure

- District retail centres are located at either end of Park Ridge Road.
- Industrial uses form a logical extension to the enterprise/employment precinct of Crestmead Industrial Estate.
- Park Ridge Road is established as a spine of the Business Technology Centre.
- Residential neighbourhoods are located to provide a compatible continuation of existing suburban development.
- Local retail centres and community facilities such as schools are located in accordance with walkable neighbourhood catchments.

Transport Network

- Modified grid of urban arterial and collector roads utilising existing and new road corridors.
- The local public transport network will provide an efficient and accessible service based on walking catchments.
- The extension of Park Ridge Road to School Road eliminates the need for two signalised intersections with Chambers Flat Road.
- A new freight collector road to Crestmead Industrial Estate keeps freight traffic away from residential areas.
- An expanded cycle network builds upon the existing network utilising the open space network and on-road facilities.

Density

- Higher transit-supportive residential densities are focused around retail centre, community nodes and along future public transport routes.
Structure Plan Option 3

Design Philosophy
(Centres Scenario)
- Centres create the distinguishing feature of this option
- The road network is less formal than the Grid Scenario and incorporates more flexible road alignments
- Industrial uses similarly occupy the central third of the MPA
- Continuous north south band of residential land use in the central and eastern parts of the MPA.

Land Use Structure
- Park Ridge Town Centre is co-located with the Business Technology Centre
- A less intensive district retail centre is at the junction of Chambers Flat Road and Park Ridge Road
- Industrial uses form a logical extension to the enterprise/employment precinct of Crestmead Industrial Estate
- Continuation of existing suburban development southwards
- Residential development forms continuous north-south corridors unbroken by commercial uses
- Higher, transit-supportive residential densities are focused around retail centres
- Convenient local retail centres and community facilities such as schools are located in accordance with walkable neighbourhood catchments

Transport Network
- A broad urban grid system is established through the use and extension of existing road corridors
- North-south urban collector roads utilise existing road corridors and align with external road connections
- Roads aligned to respond more sensitively to topography and the open space network
- The public transport network provides an efficient and accessible service based on walking catchments
- An expanded cycle network builds upon the existing network to the north

Density
- Transit-supportive residential densities are focused around retail centres, community nodes and along future public transport routes
Key Urban Design Concepts

Environment, Parks and Waterways Network

- A common ‘preferred’ open space of public accessible parkland for environmental conservation purposes, sport and recreation, and waterways underpins each of the three Structure Plan Options.
- The core components of the ‘preferred’ open space network are three publicly owned and accessible district wildlife corridors that provide strong ‘green’ linkages between the Mumbube Wetlands in the south, Karawatha Forest to the north, Greenbank Army Camp to the west and the Logan River floodplain to the east.
- The location and extent of corridors responds mostly to areas with significant environmental values including protected vegetation, significant biodiversity and endangered regional ecosystems, wetlands, waterways and flood prone land, albeit the corridors extend over some properties with little ecological values.
- The linear nature of the corridors linking a network of sport and recreation parks also allows the extension of existing cycle and pedestrian paths along many of these linkages, providing an extensive recreational resource and active transport network.
- The corridor provides buffers between incompatible land uses and important urban breaks which characterise new neighbourhoods and provide high levels of amenity.
- The protection of waterways and flood affected land ensures a sustainable and integrated approach to urban water management.
Key Urban Design Concepts

Residential Communities

- Compact walkable neighbourhoods are framed by the open space network.
- Neighbourhoods and higher density mixed use centres deliver a variety of housing styles and types to meet diverse community needs.
- Densities in conventional residential neighbourhoods average 10-12 dwellings per hectare with a maximum building height of two storeys.
- Residential densities in mixed use centres transition up to 30 to 70 dwellings per hectare and maximum of three to four storeys in height.
- A network of non-motorised connections provide safe, convenient and healthy travel from residential communities to schools, centres, employment precincts, sport and recreation parks.
- Attractive and safe streets and parks will characterise the MPA’s neighbourhoods and establish distinct identities for each community.
- Ultimately, an additional population of 30,000 and (12,000 dwellings) will be accommodated in the MPA.

Future residential community

- The western areas of the MPA are close to the Brisbane-Sydney interstate railway line.
- Potentially in time a high standard passenger rail service linking Brisbane to Beaudesert and Bromelton could operate along this corridor.
- The Structure Plan Options recognise the potential for a transit oriented community to be established in association with a future rail station and designates the areas west of Middle Road as a Transport Oriented Community Investigation Area.

The diagram illustrates the key urban design concepts with walkable neighbourhoods, mixed use centres, collector road network, arterial road, mixed use district retail centre, mixed use local retail centre, neighbourhood park at the centre of a cluster of neighbourhoods, schools and community facilities located at the centre of a cluster of neighbourhoods, local parks within residential areas, and local convenience centre and public transport stop with potential for some mixed use.
Park Ridge Town Centre

- Building on the existing Park Ridge Shopping Village, the Park Ridge Town Centre will be the Park Ridge Master Planned Area’s (MPA) pre-eminent location for a mix of shopping, business, local employment, leisure, community services, urban residential living and public transport.
- Designed around a traditional main street, the Town Centre is envisaged to be a vibrant and attractive urban place including major retail outlets, tree-lined boulevards, plazas, an urban common, town centre parkland, and attractive civic architecture. The Centre will not only support Park Ridge’s focus on economic activity but will also be an enjoyable place for socialising and spending leisure time.

Mixed Use Centres

- A hierarchy of mixed use centres is proposed in the Structure Plan Options. Centres range from district centre at the Park Ridge Town Centre and at the junction of Park Ridge and Chambers Flat Roads to local centres that service neighbourhoods and employment catchments.
- Mixed use centres are busy, compact urban places providing a range of convenient and highly accessible shopping, business and employment opportunities, recreation uses, community facilities and public transport access. Higher density transit orientated residential living accommodation (transitioning up to 30 to 70 dwellings per hectare and a maximum of three to four storeys in height) are provided close to these centres to take advantage of the transit facilities.
- Higher density residential may include apartments, attached houses and small lot houses.
- An opportunity for a future transit oriented community is recognised through the nomination of a future mixed use centre associated with a potential rail station on the western edge of the MPA.
Enterprise Precincts

- 650 hectares is designated for economic activity incorporating a Business Technology Centre, industrial, retail, commercial, community and other centre uses
- Up to 8,000 jobs will be generated by 2026
- Job creation focus is on regional knowledge-based business and industry, business park activities and low-impact industrial uses
- High levels of accessibility, proximity to supporting professional services and locations of prominent visual exposure for signature buildings will be incorporated into precinct design
- The highly marketable setting of the B.T.C attracts business investment and ensures a high quality built environment.
- Industrial precincts are located to capitalise upon the proximity of the Crestmead Industrial Estate
- Office buildings and low impact industrial uses buffer a core of general industry from residential areas
- A significant land allocation for mixed knowledge, light and general industrial uses expand the diversity of Logan’s economic base
- Industrial uses enjoy high levels of access to regional road networks and are located to avoid interfaces with and impacts on residential areas
- Enterprise precincts are located on major public transport corridors and are interconnected to residential neighbourhoods via cycleways to reduce care dependency of workers.
- A freight collector road linking the proposed Industrial precinct with Crestmead industrial Estate ensures the impact of freight vehicles on residential communities are minimal.
Community Facilities

- A rich tapestry of community facilities, including schools, child care, community centres and support services ensure the new community’s social, education, training, health and well-being.
- Facilities are located in or near centres, on higher order roads, close to transit stops and where possible are connected to the open space network.
- Co-location of essential community infrastructure is encouraged, including emergency services and law enforcement, child care, preschool, primary and secondary education, skills training facilities and enterprise, community health and social services, community facilities and entertainment.
The Transport Network

- Development in Park Ridge Master Planned Area (MPA) focuses on a network of major and lower order transit nodes and corridors.
- Major transit stations are located at the Park Ridge Town Centre and the district centre at Chambers Flat Road and Park Ridge Road.
- Intra-city and inter-regional bus services provide residents with frequent public transport to service centres, enterprise areas, educational establishments, leisure and sporting activities.
- Intra-city bus services provide strong linkages to Browns Plains, Loganlea, Springfield and beyond. Inter-regional services to the CBD run express from the Park Ridge Town Centre and the nearby proposed Park Ridge park n’ ride.
- The MPA is well connected both locally and regionally via a comprehensive network of arterial and collector roads.
- Purpose built on and off-road cycle facilities allow safe access for school children, commuters and recreational cyclists.
- Park Ridge Road is a tree-lined limited access boulevard with cycle and transit facilities.
- A freight collector road extending south from the Crestmead Industrial Estate ensures all heavy freight vehicles are channelled through the existing industrial precinct.
- The cost of future transport corridors and infrastructure are funded through a Priority Infrastructure Plan framework.

Note: The State Government is yet to advise if a possible extension of the Gateway Motorway is necessary and if so, where that corridor would be located.
The Park Ridge MPA features many ‘green’ and ‘energy efficient’ infrastructure initiatives to maximise sustainability. Features include transit focused road network, extensive active transport network, integrated water sensitive urban design, demand management and recycled water utilisation. The use of green energy and the requirements for energy efficient building design ensures minimal impact on the environment. High speed telecommunications ensures businesses, whether corporate or home based, can capitalise on the competitive advantages on offer. Community infrastructure compliments the needs of residents and is located on core transit routes to ensure easy access. A Priority Infrastructure Plan and Infrastructure Charges Scheme ensures property developers contribute towards the cost of essential water, sewerage, stormwater, transport, community and park infrastructure.
Sequencing Strategy

- The proposed development sequencing strategy for the Park Ridge Master Planned Area (MPA) ensures equitable, efficient, timely and economical delivery of major roads, utilities, social infrastructure and services.
- The broad strategy is to develop in a southerly direction from the existing urban development to the north of the MPA.
- Industrial development will logically begin with the areas immediately adjacent Crestmead Industrial Estate and move in a southerly direction.
- Areas of existing park residential ≤ 1.5ha are not expected to be redeveloped in the short - medium term.

Key Urban Design Concepts