6.1 Non Urban and Conservation

Rural areas are comprised of agricultural land, low density large block housing and bush land vegetation. The natural landscape contributes to the character of rural areas far more than in urbanised residential areas. There is opportunity to maintain these natural features to contribute to the street landscape.

Existing situation

Rural areas make up over half of the southern section of Logan. Native roadside vegetation has been maintained and contributes greatly to the character of the roads. There is generally no kerb and channel, with grassed swales located in verges. Footpaths and cycle ways are not prominent in the area.

New residential estates in the rural areas of Logan are threatening the character of the area by not maintaining native vegetation and introducing kerb and channel into upgraded roads. Not only are these actions not consistent with the rural character, they are also not utilising the opportunity for water sensitive urban design.

Legend

- Rural Residential
- Rural
- Environmental Conservation and Management

_Environmental Conservation
_Rural Residential
_Rural

New residential subdivision on Teys Road
No kerbs and grassed swale along Waterford Tamborine Road
Vegetated treatment along estate fences, e.g. Beaudesert Beenleigh Road
Views to ridge line on Beaudesert Beenleigh Road
Level kerb on low side of road in St Jude Crescent to allow water runoff to drain into grassed swale
Existing vegetation maintained on Dairy Creek Road

Non-urban and conservation locality plan

Waterford Tamborine Road
Beaudesert Beenleigh Road
St Jude Crescent
Teys Road
Dairy Creek Road

6.1 Character precincts and street landscape typologies

Existing situation

Rural areas make up over half of the southern section of Logan. Native roadside vegetation has been maintained and contributes greatly to the character of the roads. There is generally no kerb and channel, with grassed swales located in verges. Footpaths and cycle ways are not prominent in the area.

New residential estates in the rural areas of Logan are threatening the character of the area by not maintaining native vegetation and introducing kerb and channel into upgraded roads. Not only are these actions not consistent with the rural character, they are also not utilising the opportunity for water sensitive urban design.
## Character precincts and street landscape typologies

### Non - Urban and Conservation

<table>
<thead>
<tr>
<th>Issue</th>
<th>Opportunity</th>
<th>Strategy</th>
<th>Example</th>
</tr>
</thead>
<tbody>
<tr>
<td>01 Views to distant forest and hills contribute to the rural and natural character</td>
<td>Maintain views to natural features</td>
<td>Consider location of existing features and locate new roads to emphasis natural features and create scenic drives; Ensure new vegetation does not block views of existing features; Plant trees to frame views; Maintain view lines through selecting trees with canopy above eye level and low shrubs below eye level</td>
<td>Views to ridge lines - Beaudesert Beenleigh Road, Logan</td>
</tr>
<tr>
<td>02 Clearing of existing vegetation in new roads and widening of existing roads</td>
<td>Maintain native vegetation where possible on new roads and upgrades</td>
<td>Locate new roads around significant vegetation; Widen roads in one direction in order to maintain roadside vegetation on at least one side</td>
<td>Native trees in roundabout - Noosa</td>
</tr>
<tr>
<td>03 New developments urbanising the rural character</td>
<td>Maintain informal rural character in new rural residential development</td>
<td>Maintain wide verges incorporating drainage swales; Maintain flush kerbs for natural drainage; Maintain native and existing vegetation; Supplement existing vegetation with informal clusters of street tree planting of native species; Roundabouts should incorporate native trees and shrubs; Keep road shoulder as grass edge which can be slashed; Avoid kerb and channel and nature strips which are high cost and out of character</td>
<td></td>
</tr>
<tr>
<td>04 New subdivisions not utilising the opportunity to continue the use of water sensitive urban design in the rural environment</td>
<td>Continue water sensitive urban design approaches of rural areas</td>
<td>Flush kerbs with trees planted in swales for irrigation; Wide verges with grassed or planted swales; Utilise run off from surrounding property to irrigate vegetation</td>
<td>Wide verges with flush kerb and grassed swale - St Jude Crescent, Logan</td>
</tr>
<tr>
<td>05 Lack of pedestrian and cycle facilities</td>
<td>Incorporate recreational trails where appropriate</td>
<td>Incorporate footpaths and cycle ways on main routes to centres, community facilities; Utilise existing road side vegetation for shade; Supplement existing vegetation with informal street tree and mass planting of native species; Provide off road recreational trails on rural collector and arterial roads for safety and amenity</td>
<td>Shaded off road pedestrian and cycle path - Noosa</td>
</tr>
</tbody>
</table>
06 Character precincts and street landscape typologies

Non-Urban and Conservation Typology 1
Arterial

Road Type application:
- Non-Urban Arterial Road - Four Lane Dual Carriageway (Cycle, Breakdown in Cycle)

Similar road type applications:
- Non-Urban Arterial Road - Multi-Modal Four Lane Dual Carriageway

Retrofit option:
- Optional 2.5m wide recreational trail on one side may be desirable on arterial roads linking residential areas with centres, education facilities etc.
- 3m recreational trail on one side on 1:8 batter
- Flush kerbs with grassed swales to verges and planted swale to median

Preferred option:
- Additional 7m added to verge on one side to allow for additional vegetation

Maintain existing vegetation where possible and supplement with additional informal tree planting
Optimal recreational trail
Grass to swale
Flush edge restraint
Frangible planting to median
Low rural fences to maintain views

Additional 7m verge width
Large informal tree planting with low shrub and grasses (below eye level) understory
Optional recreational trail
**06** Character precincts and street landscape typologies

**Non-Urban and Conservation**

**Typology 2 Collector**

Road Type application:
- Non-Urban Collector Road - Single Carriageway (Cycle, Breakdown in Cycle)
- Similar road type applications:
  - Non-Urban Arterial Road - Single Carriageway (Cycle, Breakdown in Cycle)
  - Non-Urban Arterial Road - Multi-Modal Single Carriageway
  - Non-Urban Collector Frontage Road - Single Carriageway (Cycle, Breakdown in Cycle)
  - Non-Urban Rural Access Road

**Retrofit option**

- 2m pathway or recreational trail to one side of road

Maintain existing vegetation where possible and supplement with additional informal tree planting

Low rural fences to maintain views

Optional recreation trail

Grass to swale

Flush edge restraint

Non-Urban and Conservation Typology 2 Collector With Centre Median - Preferred 1:200 @ A3

Logan City Council Street Landscape Strategy
6.2 Residential

A residential area includes not only residential housing but also various education and community facilities and public space. The design of residential streets is important as they are generally where people’s journeys to work, school and shops, for example, begin and end each day. While residential streets still need to accommodate motorists, their priority should be to provide active and safe environments for pedestrians, cyclists and public transport users. The pedestrian network needs to be highly permeable with casual surveillance even in situations where the road network is not permeable, for example cul de sacs in subdivisions.

In addition to the transport role of residential streets at appropriate times, they should also be available for gathering, playing and socialising.

Existing situation

Residential areas of Logan are primarily comprised of detached housing. There are notable examples of street tree and median planting, particularly on arterial and collector roads. In other areas, however, street tree planting is limited by overhead power lines and inadequate space on verges and in medians. High maintenance shrubs and ground covers are also used in garden beds, medians and roundabouts, which result in costly maintenance regimes. An example of a low maintenance median treatment is Springwood Road with native tree planting in grassed swales with flush kerbs for water sensitive urban design. As well as street tree planting, vegetation in properties adjacent to the road contributes positively to the greening of the road landscape. On general residential access streets some street tree planting is present.

Roads adjacent to new subdivisions in Logan often have high fences with no landscape treatment which results in a harsh edge and cuts off pedestrian permeability. Some subdivisions in Logan have maintained pedestrian permeability by having open access at the ends of cul de sacs. An example of a subdivision in the City of Logan with a range of street landscape treatment is Woodlands Estate. The design has maintained existing vegetation in the road verge and planted native species as additional street trees. There are also examples of water sensitive urban design with flush kerbs, bollards and gravel swales at Woodlands Estate.
## 06. Character precincts and street landscape typologies

### Residential

<table>
<thead>
<tr>
<th>Issue</th>
<th>Opportunity</th>
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<th>Example</th>
</tr>
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<tbody>
<tr>
<td>01. Street tree planting is restricted by overhead power lines and underground services as well as inadequate space on verges and in medians (However, in many areas where there appear to be limited constraints trees simply have not been planted)</td>
<td>Incorporate street trees into the street landscape to provide shade and shelter for pedestrians and car parking</td>
<td>Incorporate street trees into the road landscape where possible. Plant shade trees to the side of street which has no power lines - also locate footpath on this side. Widen verge space or medians where possible to allow for street tree planting. Underground power in new development where possible to allow for street trees.</td>
<td>Street trees to one side with footpath - Noosa</td>
</tr>
<tr>
<td>02. Current shrub and ground cover planting treatments are high maintenance and require costly lane closures</td>
<td>Provide low maintenance landscape treatments for cost effectiveness</td>
<td>Use drought tolerant native plants. Use low maintenance plants that do not require regular pruning.</td>
<td>Low maintenance ground covers in traffic island - Woodlands, Logan</td>
</tr>
<tr>
<td>03. New residential sub divisions cut off pedestrian permeability through high fences adjacent to roads and cul de sacs.</td>
<td>Mitigate the impact of new residential sub division by creating better pedestrian permeability</td>
<td>Reduce the incorporation of high fences adjacent to streets. Optimise surveillance and access from adjacent residential development to the street. In areas where high fences are required, mitigate the visual impact through landscape planting treatment. Provide pedestrian permeability at the end of cul de sacs with casual surveillance.</td>
<td>Buffer planting to acoustic fence - Logan River Road, Logan</td>
</tr>
<tr>
<td>04. Residential streets lack sense of place</td>
<td>Reinforce or improve local character and sense of place</td>
<td>Maintain native vegetation in new developments where possible. Reinforce existing vegetation by planting indigenous species. Improve access to community facilities such as parks and schools with appropriate streetscape treatment and pedestrian access. Increase casual surveillance to community facilities such as parks. Help to define local identity through gateway tree planting and neighbourhood parks.</td>
<td>Existing vegetation maintained - Woodlands, Logan</td>
</tr>
</tbody>
</table>
## 06. Character precincts and street landscape typologies

<table>
<thead>
<tr>
<th>Issue</th>
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</thead>
</table>
| 05. Integration of pedestrian, cycle and public transport could be    | _Provide safe and convenient integrated transport options for pedestrians, cycle and transit users
| improved in the street landscape to make it a more viable option for  | _Increase residential densities to improve the viability and quality of public transport
| these users                                                          | _Aim to provide shaded paths on at least one side of every street for pedestrians,
|                                                                       |    connected to public transport routes
|                                                                       | _Provide a road network integrated with cycle facilities. Note that on busy streets this
|                                                                       |    should be off an road route for safe access                                             | On and off road cycle facilities - Teneriffe and New farm, Brisbane |
| 06. Water sensitive urban design is generally currently not utilised   | _Incorporate water sensitive urban design where possible
| in the street landscape                                              | _In existing development where wide verges are present, incorporate grassed or planted
|                                                                       |    swales
|                                                                       | _In new development, incorporate flush kerbs with bollards for water drainage into
|                                                                       |    streetscape bioretention systems                                                        | Flush kerbs - Woodlands Estate, Logan |
06. Character precincts and street landscape typologies

Residential Typology 1
Arterial

Road Type application:

_Urban Arterial Road - Four Lane Dual Carriageway (Cycle, Breakdown in Cycle)_

Similar road type applications:

_Urban Arterial Road - Multi-Modal Four Lane Dual Carriageway_

Retrofit option

__Shrub planting along property boundary to mitigate visual impact of acoustic fencing__

__Small tree planting under power lines__

Preferred option

-Power underground
-__Large tree planting for high amenity and maximum shade__
-__Road graded for water flow into central median swale and streetscape bioretention systems__
06 Character precincts and street landscape typologies

Residential Typology 2
With Centre Median

Road Type application:
- Urban Collector Road - Two Lane Dual Carriageway (Parking, Cycle, Bus)

Similar road type applications:
- Urban Collector Road - Four Lane Dual Carriageway (Parking, Cycle, Bus)
- Urban Collector - Multi-Modal Four Lane Dual Carriageway

Retrofit option
- Small tree planting under power lines
- Large shade tree planting to verge and median where not restricted by power lines

Preferred option
- Power underground
- Large tree planting for high amenity and maximum shade
- Road graded for water flow into central median swale - provide barrier as required
- Additional verge width

- Minimum additional 1.5m verge width to allow for wider path and additional tree and buffer planting

Small tree planting under power lines
Large shade tree planting to verge and median
Low maintenance grasses to median
Grasses planted in median swale
Broken kerb

06___Character precincts and street landscape typologies

Residential Typology 3
Without Centre Median

Road Type application:
- Urban Collector Road (Parking, Cycle, Bus)

Similar road type applications:
- Urban Arterial Road - Single Carriageway (Cycle, Breakdown in Cycle)
- Urban Arterial Multi-Modal single Carriageway
- Urban Collector - Multi-Modal - Single Carriageway
- Urban Collector Frontage Road (Parking, Cycle, Bus)
- Urban Collector Road (Cycle, Bus, Breakdown in Cycle)
- Urban Transit Road - Single Carriageway

Retrofit option
- Large tree planting and wide path on same side of road

Preferred option
- Power underground
- Addition verge width

Minimum additional 1.5m verge width to allow for wider path and additional tree planting
06. Character precincts and street landscape typologies

Residential Typology 4
Access

Road Type application:
_Urban Access Street - Residential

Similar road type applications:
_Urban Access Street - Park Living
_Urban Access Road - Residential
_Urban Frontage - Access Road - Residential Urban Access Road - Park Living

Retrofit option
_1.5m wide kerb build outs with flush or broken kerb to allow for water flow into streetscape bioretention systems

Preferred option
_Power underground allows for medium trees to be planted on both side of the road
06_character precincts and street landscape typologies

Residential Typology 5
Access Laneway

Road Type application:
_Urban Access Street - Residential -
_Laneway

Retrofit option
_Footpath treatment is optional - can be
_shared pedestrian vehicle space
_Laneway trees planted in planting
_pockets or tree grates
6.3 Industrial

Industrial estates have a similar scale to commercial areas however they serve different users. While commercial areas are places of retail that primarily service consumers, industrial estates are places of employment.

Industrial estate streets have been focused on servicing trucks / cars in the past as there are no land uses nearby that can be accessed by employees during the day by walking. Public transport is a big opportunity in industrial estates due to significant numbers of employees needing to arrive at a particular location at generally the same time of day, ideal for frequent peak hour services.

Existing situation

There are a number of industrial areas in Logan.

A notable example of an industrial park in Logan is the Southwest1 Enterprise Park and environmental precinct at Berrinba. It incorporates extensive street tree planting with pedestrian paths as well as road side water treatment detention swales and a wetland precinct.

Other older industrial precincts such as Crestmead Industrial Estate lack pedestrian pathways and contain street trees which are restricted by power lines.

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6.6 Character precincts and street landscape typologies

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Industrial locality plan
### Industrial

<table>
<thead>
<tr>
<th>Issue</th>
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<th>Strategy</th>
<th>Example</th>
</tr>
</thead>
<tbody>
<tr>
<td>01  Large scale roads with wide carriageways, large buildings and minimal landscape treatment create a harsh environment.</td>
<td><em>Minimise scale and provide visual relief of the industrial environment.</em></td>
<td><em>Retain appropriate existing vegetation in new developments through liaising with LCC arborists to identify suitable trees</em> <em>Incorporate large scale street trees in road verges and kerb build outs</em> <em>Underground power in new development where possible to allow for street trees</em> <em>Utilise planted medians (trees and ground cover)</em></td>
<td>Metroplex on Gateway, Brisbane</td>
</tr>
<tr>
<td>02  Industrial estates focused on one land use requiring dependence on car travel for access to other land uses</td>
<td><em>Plan industrial areas to have less dependence on car travel and opportunity for integrated transport options</em></td>
<td><em>Provide appropriate locations for bus stops with shade and seating</em> <em>Provide shaded pedestrian and cycle pathways integrated with public transport routes</em></td>
<td>Metroplex on Gateway, Brisbane</td>
</tr>
<tr>
<td>03  Large hardstand areas in industrial precincts create large amounts of run off</td>
<td><em>Incorporate water sensitive urban design where possible</em></td>
<td><em>Incorporate wide verges for planted swales and detention basins in new development</em> <em>Incorporate storage for appropriate water re-use</em> <em>Incorporate localised detention basins in existing development where possible</em> <em>Utilise flush kerbs and swales to roadside for streetscape bioretention systems</em></td>
<td>Southwest1 Enterprise Park, Logan</td>
</tr>
</tbody>
</table>
06 Character precincts and street landscape typologies

Industrial Typology 1
With Centre Median

Road Type application:
*Industrial Collector Road - Two Lane Dual Carriageway (Parking Cycle, Bus)

Similar road type applications:
*Industrial Collector Road - Two Lane Dual Carriageway (Parking)

Surrounding land use implications:
*Car parks adjacent to street landscape to have planted buffer between car park and street
*Low fences / entry signs
*Open landscape where no parking existing to front of lot

Retrofit option
*Water flow into streetscape bioretention system with flush or broken kerbs

Preferred option
*Power underground
*Additional width in median for large tree planting and swale treatment - provide barrier as required
*Suitable for a major entry boulevard
*Road graded for water flow into streetscape bioretention systems with flush or broken kerbs and central median swale - provide barrier as required
### 06 Character precincts and street landscape typologies

#### Industrial Typology 2

**Without Centre Median**

Road Type application:
- Industrial Collector Road - Single Carriageway (Parking)

Similar road type applications:
- Industrial Collector Road - Multi-Modal
- Single Carriageway
- Industrial Access Road

Surrounding land use implications:
- Car parks adjacent to street landscape to have planted buffer between car park and street
- Low fences / entry signs
- Open landscape where no parking existing to front of lot

**Retrofit option**
- Water flow into streetscape bioretention systems

**Preferred option**
- Power underground to allow for larger trees
- Road graded for water flow into streetscape bioretention system with flush or broken kerbs
6.4 Centres

Centres are the core commercial, retail, employment and community nodes of cities. The streets should be highly active edges of the centres which provide a visually attractive and high amenity environment.

While main streets need to accommodate motorists safely and conveniently, main streets should be people spaces which accommodate pedestrians, cyclists and public transport users as priorities. The design of main streets needs to integrate the needs of various users together.

For treatment of main streets in principle and major centres in the City of Logan refer to the Public Domain Manual for that location. The typical sections in this section are applied to district, local and neighbourhood centres.

Existing situation

The majority of major centres in Logan are currently based around “big box” shopping centres orientated towards motorists. The main streets of these centres interface with large scale car parks which do not create a pedestrian orientated environment. Centres including Logan Central, Springwood, Browns Plains and Jimboomba are examples of these.

Beenleigh town centre has a more pedestrian orientated environment with a less dominant road carriageway width, street tree planting, on street parking and retail shop frontage directly along the street.

Centres in the City of Logan generally lack character and sense of place. Rochedale neighbourhood centre is an example of a centre that lacks amenity with low quality pavements and lack of street trees. Rochedale local centre has a good planting buffer between the road and car parking for visual amenity, however there is still no pedestrian activity on the street due to buildings being set back off the road and no street trees shading the footpath.

Throughout the City of Logan there are some notable examples of boulevard tree planting along main streets such as along Wembley Road at Logan Central and in Beenleigh town centre. The tree planting, however is accompanied with unsuitable high maintenance hedged shrubs. Tree planting is also restricted by overhead power lines and limited space on verges.
## 06 Character precincts and street landscape typologies

### Centres

<table>
<thead>
<tr>
<th>Issue</th>
<th>Opportunity</th>
<th>Strategy</th>
<th>Example</th>
</tr>
</thead>
</table>
| **01** Currently not walkable pedestrian environments with centres based on “big box” shopping centres orientated towards motorists and large car parks | - Create safe and convenient integrated transport options that service pedestrians, cyclists and public transport users as a priority. | - Provide shaded paths for pedestrians on every street connected to public transport routes.  
- Provide a road network with integrated cycle facilities.  
- Reduce car priority and road speed by reducing lane widths and increasing verge width to allow for tree planting.  
- Minimise large shopping centre car parks directly adjacent to streets and provide planting buffer.  
- Improve relationship between building, street and road by locating commercial and retail shops and restaurants directly along main streets to create highly active pedestrian spaces.  
- Provide awnings over footpath for weather protection. | Street trees and awnings shading pedestrian and cycle pathways - Teneriffe, Brisbane |
| **02** Both major and local centres lack amenity, character and sense of place | - Create visually attractive and high amenity streetscapes that reinforce the character of each centre. | - Combine street tree planting with other street furnishings such as seating and lighting.  
- Choose street tree species that contribute to the character of the centre.  
- Create a streetscape that highlights the natural and cultural qualities of the local area to establish a strong identity.  
- Initiate local public art programs. | Street tree planting, seating, high quality pavement - Noosa |
| **03** Current shrub and ground cover planting treatments are high maintenance and require costly lane closures | - To provide moderate maintenance landscape treatments for cost effectiveness. | - Use drought tolerant plants.  
- Use low maintenance plants that do not require regular pruning. | |
| **04** Street tree planting is restricted by overhead power lines and underground services as well as inadequate space on verges and in medians | - Incorporate street trees into the street landscape to provide shade and shelter for pedestrians and car parking. | - Incorporate street trees into the road landscape to achieve a continuous cover of the tree canopy over the footpath at maturity.  
- Widen verge space and incorporate kerb build outs or medians where possible to allow for street tree planting.  
- Provide underground power in new and existing main streets to allow for large street trees. | Street trees in kerb build outs and wide verges for planting beds - Noosa |
| **05** Difficult to incorporate water sensitive urban design in hardstand verges and limited space | - Incorporate water sensitive urban design where possible. | - Convert existing garden beds into localised detention basins by breaking through kerbs in low points for water drainage into garden bed.  
- Incorporate permeable paving into hard stand areas.  
- Provide for irrigation from tank supply and or passive collection of runoff. | |
06. Character precincts and street landscape typologies

Centres Typology 1
With Centre Median

Road Type application:
_ Urban Collector Road - Centres - Retail/Commercial (Four Lane Dual Carriageway - Parking, Cycle, Bus)

Similar road type applications:
_ Urban Access Main Street - Centre - Retail/Commercial (Two Lane Dual Carriageway - Parking, Cycle, Bus)

Retrofit option

Surrounding land use implications:
_Car parks adjacent to street landscape to have planted buffer between car park and street
_Produce barrier to median as required

Preferred option

_Power underground
_Road graded for water flow into central median swale and kerb build outs

Surrounding land use implications:
_Buildings to be adjacent to property boundary with awnings over footpath
_Provide barrier to median as required
06. Character precincts and street landscape typologies

Centres Typology 2
Without Centre Median

Road Type application:
_Urban Collector Road - Centre - Retail/Commercial (Parking, Cycle, Bus)

Similar road type applications:
_Urban Collector Road - Centre - Retail/Commercial (Parking, Cycle, Bus)

Retrofit option

Surrounding land use implications:
_Car parks adjacent to street landscape to have planted buffer between car park and street

Preferred option

_Power underground
_Surrounding land use implications:
_Buildings to be adjacent to property boundary with awnings over footpath

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Planting buffer between car park and street

Small tree planting under power lines

Medium ornamental shade trees to verge and kerb build outs

Medium ornamental shade trees to kerb build outs with moderate maintenance shrubs