

PLANNING REPORT

4499-4651 MOUNT LINDESAY HIGHWAY, NORTH MACLEAN 4280

**RECONFIGURING A LOT - 1 INTO 5 LOTS, PLUS BALANCE LOT AND ACCESS
EASEMENTS; AND
MATERIAL CHANGE OF USE FOR A WAREHOUSE (DISTRIBUTION CENTRE)**

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24 SEPTEMBER 2024



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1.0 INTRODUCTION

1.1 PURPOSE OF REPORT

This Planning Report has been prepared on behalf of CH Hydrangea Pty Ltd (Applicant) in support of a development application over land at 4499-4651 Mount Lindesay Highway, North Maclean QLD 4280 and described as Lot 39 on SP258739 (site). This PDA Development Application seeks approval for the following aspects of development:

- Development Permit for Reconfiguring a Lot – 1 into 5 Lots, plus a balance lot and access easements; and
- Development Permit for a Material Change of Use for Warehouse (Distribution Centre).

This Planning Report details and provides an assessment of a development application made to the Minister of Economic Development Queensland (MEDQ) under the provisions of the Greater Flagstone Urban Development Area Development Scheme, the *Economic Development Act 2012* (ED Act) and other relevant legislation.

This Planning Report is accompanied by the following documentation that forms part of the development application material:

- Appendix A – Property Searches compiled by Wolter Consulting Group Pty Ltd (WCG).
- Appendix B – Plan of Reconfiguration prepared by WCG.
- Appendix C – Architectural Plans prepared by Watson Young.
- Appendix D – Landscape Concept Report prepared by Habit 8.
- Appendix E – Transport Assessment prepared by Rytenskild Traffic Engineering.
- Appendix F – Site Based Stormwater Management Plan prepared by Northrop Consulting Engineers.
- Appendix G – Engineering Services Report prepared by Northrop Consulting Engineers.
- Appendix H – Noise Impact Assessment prepared by Vipac.
- Appendix I – Flood Technical Note prepared by Arcadis.
- Appendix J – Response to Advertising Devices Code prepared by WCG.

1.2 SITE AND DEVELOPMENT APPLICATION DETAILS

TABLE A: SITE & APPLICATION DETAILS	
SITE DETAILS	
Address	4499-4651 Mount Lindesay Highway, NORTH MACLEAN QLD 4280
Property Description	Lot 39 on SP258739
Area	117.9 hectares
Owner	THE TRUST COMPANY (AUSTRALIA) LIMITED A.C.N. 000 000 993
LOCAL & STATE PLANNING MATTERS	
Local Government	Logan City Council
Priority Development Area	Greater Flagstone Priority Development Area (PDA)
Development Scheme	Greater Flagstone Urban Development Area Development Scheme (Development Scheme)

Development Constraints Map	<ul style="list-style-type: none"> □ Electrical Transmission Easement □ Greenspace Buffer 	
Zoning	Industry and Business	
North Maclean Context Plan	<ul style="list-style-type: none"> □ Business, Research and Technology Precinct □ Industry and Warehouse Precinct 	
State Interests – Development Assessment Mapping System	<ul style="list-style-type: none"> <li style="width: 50%;">□ SEQ Regional Plan Triggers <li style="width: 50%;">□ Koala Habitat Area <li style="width: 50%;">□ Fish Habitat Areas <li style="width: 50%;">□ State Transport Corridor <li style="width: 50%;">□ Water Resources <li style="width: 50%;">□ Areas within 25m of a State Transport Corridor <li style="width: 50%;">□ Native Vegetation Clearing 	
State Interests – State Planning Policy	<ul style="list-style-type: none"> <li style="width: 50%;">□ Agriculture <li style="width: 50%;">□ Natural Hazards Risk and Resilience <li style="width: 50%;">□ Development and Construction <li style="width: 50%;">□ Energy and Water Supply <li style="width: 50%;">□ Biodiversity <li style="width: 50%;">□ Transport Infrastructure 	
APPLICATION DETAILS		
Type of Development	Reconfiguring a Lot	Material Change of Use
Approval Sought	Development Permit	Development Permit
Proposed No. Lots / Use	1 into 5 Lots plus balance lot and access easements	Warehouse (Distribution Centre)
Category of Assessment	Assessable Development (Permissible)	Assessable Development (Permissible)
Public Notification	Not Applicable	Not Applicable
APPLICANT DETAILS		
Applicant	CH Hydrangea Pty Ltd c/- Wolter Consulting Group Pty Ltd	
Contact Person	Jen Taylor – Associate Director 0415 252 577 jtaylor@wolterconsulting.com.au	

Property Searches are provided at Appendix A for MEDQ's information.

1.3 PROPOSED DEVELOPMENT SUMMARY

PDA development approval is sought from the MEDQ to subdivide the site to create two developable lots as well as a material change of use within the Flagstone Logistics Estate. Subdivision of the site will create a:

- new lot for the purpose of a warehouse (Proposed Lot 104).
- new lot for a use that will be applied for under a separate development application (Proposed Lot 105).
- temporary access easements to provide vehicle access to the site, including temporary turnaround easements to facilitate vehicle manoeuvring within the site.
- new lots for drainage purposes (Proposed Lots 900 and 901).
- new lot for a sewer pump station (Proposed Lot 905).
- balance lot (Proposed Lot 100).

PDA development approval is also sought from the MEDQ for use of part of the site (Proposed Lot 104) for a warehouse (distribution centre).

A detailed description of the proposed development is provided at Section 4 below, summarised in Table B and Table C below, and illustrated on the Plan of Reconfiguration at Appendix B, the Architectural Plans at Appendix C, and the Landscape Concept Report at Appendix D.

TABLE B: KEY DEVELOPMENT PARAMETERS	
RECONFIGURING A LOT	
COMPONENT	DEVELOPMENT DETAIL
Proposed new lots	5 Lots plus balance lot
Proposed lot sizes	<ul style="list-style-type: none"> □ Proposed Lot 100: 105.02ha □ Proposed Lot 104: 7.869ha □ Proposed Lot 105: 1.109ha □ Proposed Lot 900: 1.36ha □ Proposed Lot 901: 2.465 ha □ Proposed Lot 905: 0.128ha
Proposed frontage dimensions	<ul style="list-style-type: none"> □ Proposed Lot 100: 1,074m to Crowson Lane, 493m to future Service Road. □ Proposed Lot 104: 175.6m to temporary access easement to the north. □ Proposed Lot 105: 130.2m to temporary access easement to the north. □ Proposed Lot 900: 223.7m to future Service Road, and 120m to temporary access easement to the south. □ Proposed Lot 901: 388.9m to future Service Road, and 25.8m to temporary access easement to the north. □ Proposed Lot 905: 48.8m to temporary access easement to the south.
Gross area of subject land	117.9ha
Easements	<ul style="list-style-type: none"> □ 23m wide temporary access easement., including temporary turnaround easements. □ temporary access easement from Crowson Lane / Service Road roundabout to the above temporary access easement.

TABLE C: KEY DEVELOPMENT PARAMETERS
MATERIAL CHANGE OF USE OVER PROPOSED LOT 101 ONLY

COMPONENT	DEVELOPMENT DETAIL
Building height	13.7m
Total Site Area	78,698m ²
Total Building Footprint	43,557m ²
Site cover	56%
Gross floor area (GFA)	43,956m ²
Warehouse GFA	41,440m ²
MHE & Workshop GFA	1,010m ²
Dangerous Goods Store GFA	325m ²
Office (GFA)	1,181m ²
Minimum Setbacks (approx. to Wall)	<ul style="list-style-type: none"> □ Northern boundary: 35.0m □ Eastern boundary: 23.0m □ Southern boundary: 26.5m □ Western boundary: 10.3m
Bicycle parking	6 spaces
Car parking	165 spaces (4 PWD spaces)

2.0 SITE ANALYSIS

2.1 CONTEXT

2.1.1 GENERAL LOCATIONAL CONTEXT

The site is located within the suburb of North Maclean, within the Logan City Council Local Government Area, and Greater Flagstone Priority Development Area (PDA). The site is locationally positioned to the south of Park Ridge, north of Beaudesert, west of Yarrabilba, and east of Peak Crossing. The context surrounding the site includes vacant vegetated land, rural residential land, rural land, and transport infrastructure. Refer to Figure 1 and Figure 2 below for a visual representation of the local context.

The site is highly accessible to major transport / development infrastructure, including:

- Mount Lindesay Highway (adjacent to the site). Access is obtained via Crowson Lane interchange.
- Logan Motorway (16km north).
- Gateway Motorway (18km north).
- Port of Brisbane (52km north-east).
- Brisbane Airport (52km north-east).

Figure 1: Broader Locational Context



Source: Google Maps, 2024.

Figure 2: Immediate Locational Context



Source: NearMap 2024.

2.2 SITE LOCATION & CHARACTERISTICS

The site has been master planned to form the 'Flagstone Logistics Estate'. The Flagstone Logistics Estate comprises 117.9 hectares of currently undeveloped land that is intended to be developed for uses in accordance with the endorsed North Maclean Context Plan, whilst also accommodating open space within its southwestern portion, and a 25m buffer along its western boundary.

The site is situated adjacent to the Mount Lindesay Highway and has dual frontage to:

- the future service road to Mount Lindesay Highway to the east for approximately 1.1km. This future service road will be delivered as part of the overarching reconfiguring a lot PDA development approval granted over the site on 9 August 2024 (EDQ Ref: DEV2018/961/12) (refer to Section 2.3 below).
- Crowson Lane to the north for approximately 1.07km.

Further, the site adjoins:

- vacant vegetated land at its southern boundary. This land, in part, is also intended to be developed for industry and warehouse purposes.
- land occupied by rural residential uses at its western site boundary.

Land on the immediate opposite frontage to Crowson Lane is occupied by rural residential uses, and a horse-riding school, whilst land on the immediate opposite frontage to the Mount Lindesay Highway is occupied by rural residential and rural uses.

Table D below characterises the physical features of the site at the time of writing and an aerial photo of the site is provided at Figure 3.

Further, the site is currently unserviced, yet intended to be serviced in accordance with the overarching reconfiguring a lot PDA development approval (EDQ Ref: DEV2018/961/12) and Compliance Assessments granted by the MEDQ.

TABLE D: SITE CHARACTERISTICS	
Existing Structures	Not applicable, the site is vacant.
Easements	The site is burdened by an easement, Easement D on RP125435, benefitting The Southern Electric Authority of Queensland (Powerlink) for the purpose of conveying electricity.
Topography	The existing site varies in elevation. Generally, the existing site varies from approximately RL41m AHD in the northwestern corner, to approximately RL25m AHD at a relatively central part of the site, to approximately RL22m AHD at the northeastern boundary. It is noted that the site is subject to a Compliance Assessment consent where bulk earthworks will occur across the site. These bulk earthworks are currently underway on site.
Vegetation	Vegetation is located along the western site boundaries.
Waterway / Waterbodies	The site does not contain waterways or waterbodies.
Contaminated Land & Environmental Land Register	The site is identified on the Environmental Management Register (EMR) for containing a notifiable activity or hazardous contaminant (Livestock Dip or Spray Race). The site is not located on the Contaminated Land Register (CLR). This area is towards the south-western portion of the site, not in proximity to the proposed Warehouse on Proposed Lot 104. Please refer to the Property Searches (Appendix A) for further detail.

Figure 3: Aerial Photo of the Site



Source: NearMap 2023.

2.3 APPROVAL HISTORY

On 10 September 2021, the MEDQ, pursuant to section 85(4)(b) of the ED Act, granted approval of a PDA development application over the site for a Development Permit for Reconfiguring a Lot - 1 into 4 lots, plus roads and open space, and context plan (EDQ Ref: DEV2018 / 961).

On 27 September 2023, the MEDQ, pursuant to section 99 of the ED Act, granted approval for PDA development application over the site to change the abovementioned PDA development approval (EDQ Ref: DEV2018/961/8). PDA development approval was granted for a Development Permit for Reconfiguring a Lot – 1 into 11 lots (5 industrial / business lots, 1 drainage / open space lot, 1 pump station lot, 4 drainage lots) and new roads (3 stages) and context plan.

On the 9 August 2024, the MEDQ, pursuant to section 99 of the ED Act, again granted approval for PDA development application over the site to change the abovementioned PDA development approval (EDQ Ref: DEV2018/961/12). The proposed change enables the subdivision to occur over three (3) stages to establish:

- Five (5) lots, comprising 14.87ha, 22.38ha, 22.23ha, 17.04ha, and 23.59ha.
- Internal road layout and access to Mount Lindesay Highway (Service Road) and Crowson Lane.
- One (1) open space lot comprising 7.67ha of land, including a 25m-wide area adjacent to the western boundary, extending from Crowson Lane to the southern site boundary.
- Four (4) drainage lots.
- One (1) pump station lot.
- Temporary access and turnaround easements.

An extract of the approved Reconfiguring a Lot / Staging Plan is provided at Figure 4 below.

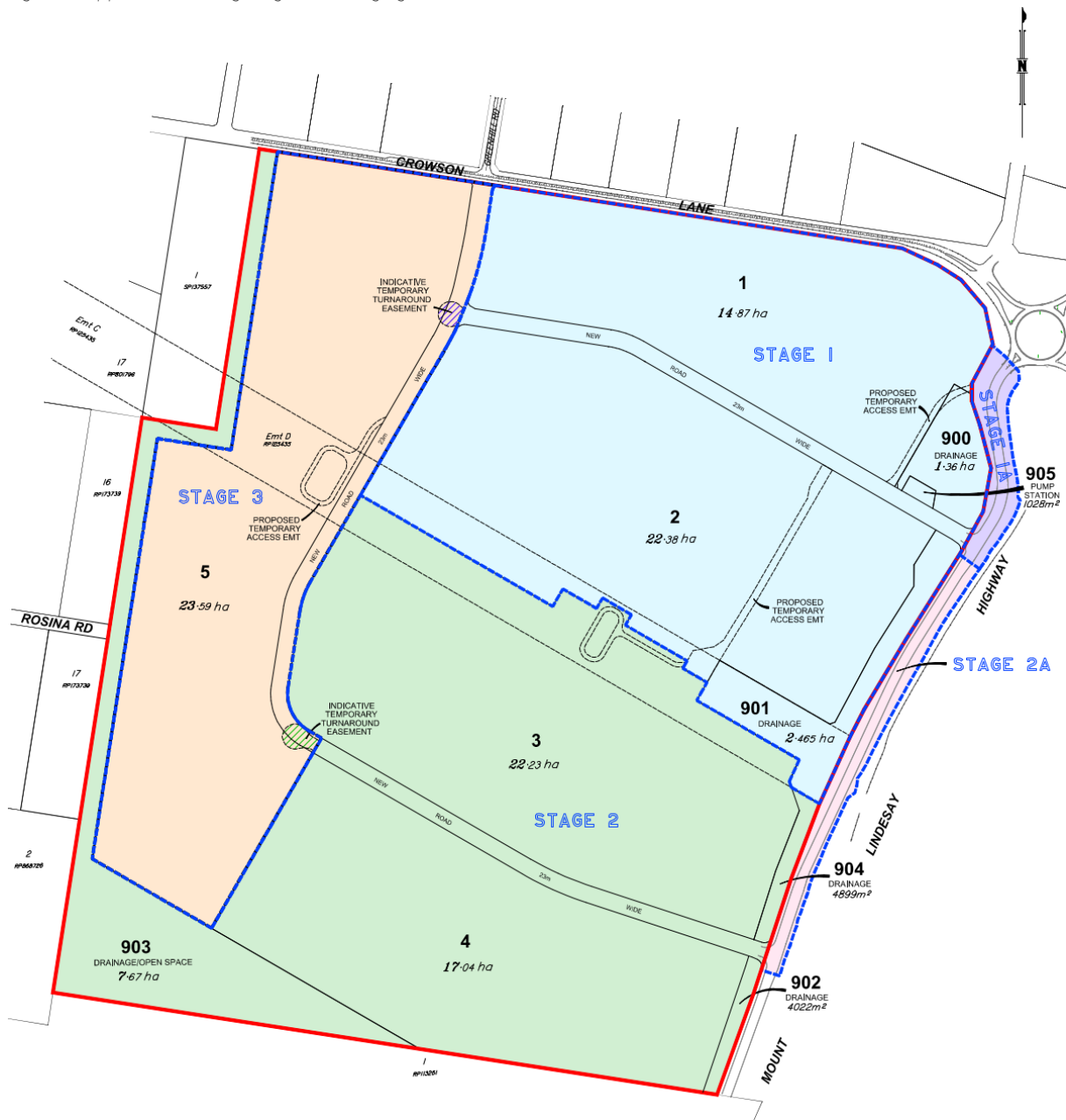
Further, several Compliance Assessments required by the conditions of the abovementioned PDA development approvals have been granted. Compliance Assessment has been granted for earthworks, western boundary retaining wall, road 1, road 3 and road 4, updated site-based stormwater management plan, stormwater detention/bioretention basin, swale, water reticulation, and internal sewer reticulation.

The proposed development has been designed to be consistent with the abovementioned PDA development approval (EDQ Ref: DEV2018/961/12), and Compliance Assessments where relevant. Notably, the proposed:

- drainage lots, Proposed Lots 900 and 901, are identical to approved Lots 900 and 901.
- pump station lot, Proposed Lot 905, is identical to approved Lot 905.
- Lots 104 and 105 will be located over part of approved Lot 2.
- temporary access easement at the northern boundary to Proposed Lots 104, 105 and 901 is in the same alignment as part of the approved new road and is accessible from the future service road.
- temporary access easement from the Crowson Lane / Mount Lindesay Highway roundabout is in the same alignment as the approved temporary access easement from that location.

All approved lots and new road are approved to be delivered at Stage 1. Further information is provided at Section 4 below.

Figure 4: Approved Reconfiguring a Lot / Staging Plan



2.4 DEVELOPMENT APPLICATION HISTORY

Two separate PDA development applications (EDQ Ref: DEV2023/1466, and DEV2023/1446) have been lodged with the MEDQ and both seek approval for the following aspects of development:

- Development Permit for Reconfiguring a Lot – 1 into 8 Lots, plus access easements; and
- Development Permit for a Material Change of Use for Warehouse (Distribution Centre).

Proposed Lots 900, 901, and 905 and the proposed access easements in the abovementioned development applications are the same as those proposed in this PDA development application. This proposed PDA development application will slightly amend the size and configuration of Proposed Lot 104 to create Proposed Lot 105 and reduce the length of the eastern and western boundaries. At the plan sealing stage, these lots will essentially override / cancel Proposed Lot 104 in the abovementioned

development applications. The proposed balance lot, proposed Lot 100, will not compromise achievement of Proposed Lots 101, 102 and 103 in the abovementioned PDA development application.

3.0 PROPOSAL

3.1 CONTEXT OF EXISTING DEVELOPMENT APPROVAL

As previously discussed, the proposed development has been designed to be generally consistent with the PDA development approval (EDQ Ref: DEV2018/961/12) and Compliance Assessments that apply to the site. Notably, the proposed:

- drainage lots, being Proposed Lots 900 and 901, are identical to approved Lots 900 and 901.
- pump station lot, being Proposed Lot 905, is identical to approved Lot 905.
- Lots 104 and 105 will be located over part of approved Lot 2.
- temporary access easement at the northern boundary to Proposed Lots 104, 105 and 901 is in the same alignment as part of the approved new road and is accessible from the future service road.
- temporary access easement from the Crowson Lane / Mount Lindesay Highway roundabout is in the same alignment as the approved temporary access easement from that location.

Furthermore, earthworks will be carried out on the site consistent with the Compliance Assessment prior to the construction of the proposed development to provide appropriate levels for the proposed lots.

3.2 PROPOSAL OVERVIEW

This PDA Development Application seeks approval for the following aspects of development:

- Development Permit for Reconfiguring a Lot - 1 into 5 Lots, plus balance lot and access easements; and
- Development Permit for a Material Change of Use for Warehouse (Distribution Centre).

3.2.1 RECONFIGURING A LOT

PDA development approval is sought for the reconfiguration of the site into eight lots to facilitate one of the first developable lots within the Flagstone Logistics Estate. Key development parameters for the proposed reconfiguration are provided at Table E below whilst the proposed layout is illustrated on the Updated Plan of Reconfiguration at Appendix B.

COMPONENT	DEVELOPMENT DETAIL
Proposed new lots	□ 5 Lots plus balance lot
Proposed lot sizes	<ul style="list-style-type: none"> □ Proposed Lot 100: 105.02ha. □ Proposed Lot 104: 7.869ha □ Proposed Lot 105: 1.109ha □ Proposed Lot 900: 1.36ha □ Proposed Lot 901: 2.465 ha. □ Proposed Lot 905: 0.128ha.
Proposed frontage dimensions	<ul style="list-style-type: none"> □ Proposed Lot 100: 1,074m to Crowson Lane, 493m to future Service Road. □ Proposed Lot 104: 175.6m to temporary access easement to the north.

	<ul style="list-style-type: none"> □ Proposed Lot 105: 130.2m to temporary access easement to the north. □ Proposed Lot 900: 223.7m to future Service Road, and 120m to temporary access easement to the south. □ Proposed Lot 901: 388.9m to future Service Road, and 25.8m to temporary access easement to the north. □ Proposed Lot 905: 48.8m to temporary access easement to the south.
Gross area of subject land	117.9ha
Easements	<ul style="list-style-type: none"> □ 23m wide temporary access easement., including temporary turnaround easements. □ temporary access easement from Crowson Lane / Service Road roundabout to the above temporary access easement.

Proposed Warehouse Lot

Proposed Lot 104 will be located over part of approved Lot 2, is generally regular in shape, and is proposed to be used for warehouse purposes; that being, the proposed material change of use component of this development application. Proposed Lot 104 will be located within the northwestern portion of approved Lot 2.

Proposed Drainage and Pump Station Lots

Proposed Lots 900 and 901 (drainage) and Proposed Lot 905 (pump station) are irregular in shape and are identical to those included in the overarching reconfiguring a lot PDA development approval (EDQ Ref: DEV2018/961/12). These lots are included in this development application because of the time constraints that apply to the overarching reconfiguring a lot PDA development approval and associated works. The inclusion of these lots in this development application will enable a sewer connection to Proposed Lot 104, and appropriate drainage to service runoff from Proposed Lot 104.

Proposed Temporary Access

The proposed temporary access easement at the northern boundary to Proposed Lot 104 is in the same alignment as part of the approved new road and is required until such time the overarching reconfiguring a lot PDA development approval (EDQ Ref: DEV2018/961/12) is enacted, and the new road approved as part of Stage 1 of the PDA development approval is constructed. The proposed temporary access easement is accessible from the future service road to the Mount Lindesay Highway and the proposed temporary access road from the Crowson Lane / Mount Lindesay Highway roundabout.

The proposed temporary access easement from the Crowson Lane / Mount Lindesay Highway roundabout to the abovementioned proposed temporary access is proposed as part of this development application and will enable access to Proposed Lots 104, 105, 900, 901 and 905. This temporary access easement is vital for the operation of the proposed warehouse should construction of the service road be delayed.

Future Development Lot

Proposed Lot 105 comprises a future development lot that will form part of a future PDA development application seeking approval for its use.

Balance Lot

Proposed Lot 100 comprises the balance of the site and will be developed consistent with the PDA development approvals and Compliance Assessments applying to the site, and subsequent development applications.

3.2.2 MATERIAL CHANGE OF USE

PDA development approval is sought for a material change of use for a warehouse (distribution centre) to enable the construction of one of the first buildings within the Flagstone Logistics Estate. The tenant at this stage is confidential, and therefore development approval is sought for a confidential tenant.

The proposed warehouse is intended to service as a distribution centre for the tenant, for the receipt, warehousing, storing and distribution of products. The products will be delivered to Proposed Lot 104, will be sorted in the sorting and packaging area, and stored in palletised, plastic wrapped containers.

Land Use

Schedule 2 of the Greater Flagstone Urban Development Area Development Scheme (Development Scheme) defines Warehouse as follows –

“Means the use of premises for the storage of goods whether or not in a building, including self storage facilities or storage yards”.

As noted above, the proposed development is for the storage and distribution of goods whereby meeting the above definition. Importantly, the proposed development:

- will not involve the manufacturing or processing of goods.
- will include a designated 'office' area. This area is ancillary to the proposed warehouse, providing for the administrative and general business requirements for the associated primary use.

Hours of Operation

The proposed use will operate 24 hours a day, 7 days a week.

Employees

The proposed use is anticipated to operate with up to 150 employees on site.

Built Form

The proposed development is comprised of a single storey, detached warehouse building with a maximum building height of 13.7m. The building has a total gross floor area (GFA) of 43,956m², inclusive of dedicated ancillary office space (1,181m²), dangerous goods store (325m²), and materials handling equipment (MHE) and workshop (1,010m²).

The dedicated ancillary office comprises a maximum height of 2 storeys and 9.1m, forms part of the proposed warehouse building, provides an outdoor staff area and includes direct internal pedestrian access to the warehouse storage and distribution area. This dedicated area will be utilised for administration and / or general business associated with the primary use.

The dedicated dangerous goods store is in the northeastern corner of the proposed warehouse building.

The proposed warehouse building incorporates material and colour variation, as well as awnings to create articulation and visual interest to public vantage points. Refer to the Architectural Plans at Appendix C.

Storage of Dangerous Goods

Whilst the proposed warehouse includes a dangerous goods store, the quantity of dangerous goods stored within the warehouse will not exceed 10% of the chemical's threshold quantity under Schedule 15 of the *Work Health and Safety Regulation 2011* (whereby not comprising a Hazardous Chemical Facility) and will not meet or exceed the thresholds at Schedule 2, Part 2, Section 8 of the *Environmental Protection Regulation 2019* for an Environmentally Relevant Activity.

Landscaping

The proposed development will incorporate high-quality landscaping along the northern and western frontages of Proposed Lot 104, within the car parking area and outdoor staff area. This landscape treatment will enhance visual amenity from adjoining frontages and will provide sufficient shade, whilst complementing landscaping within the wider Flagstone Logistics Estate located within the drainage lots within the eastern portion of the site, and open space / drainage lot within the western portion of the site and resulting in more than 10% of the site as landscaped treatment. This is over and above streetscaping provided throughout the estate that combined with landscaped setbacks form the main "green spines" to the Flagstone Logistics Estate.

It is also noted that fencing is proposed along the perimeter of Proposed Lot 104, and gates are proposed at the crossovers to the site. The gates will be operated by the tenant as necessary and can be opened via intercom / swipe pass. Furthermore, an access gate will be provided at the western extent of the car park to facilitate pedestrian movements between the office and the adjoining active transport network.

Refer to the Updated Landscape Concept Report at Appendix D, and further discussion at Section 5.1.3 of this Report.

Vehicular Access

Vehicular access will be obtained via two separate driveway crossovers at the northern boundary of Proposed Lot 104 from the temporary access easement. Vehicular access comprises the following:

- western driveway to be used by cars (entry and exit) to access the car parking areas.
- eastern driveway to be used by heavy vehicles (entry and exit).

It is further noted that an internal circulation road for articulated vehicles is proposed around the warehouse building, connecting the eastern crossover.

For further details, refer to the Architectural Plans at Appendix C and the Transport Assessment at Appendix E.

Car Parking

The proposed development provides a total of 165 car parking spaces, including 4 PWD parking spaces. The car park is located to the north of the warehouse building.

For further details, refer to the Architectural Plans at Appendix C and the Transport Assessment at Appendix E.

Loading Docks

The proposed development provides 22 recessed docks located on the northern and southern facades of the warehouse building, and 35 on-grade docks on the northern, eastern and southern facades of the warehouse building. The docks are covered by awnings of various sizes between 3.0m and 15.0m.

Importantly, heavy vehicle manoeuvring and loading areas are separated from the car parking area to minimise potential conflicts, and a pedestrian crossing is provided across the heavy vehicle manoeuvring area between the car park / pedestrian entrance to the site and the office.

Refer to the Architectural Plans at Appendix C and the Transport Assessment at Appendix E.

Powerlink Easement

The proposed development has been designed to ensure Powerlink's access to their necessary infrastructure is not compromised, and appropriate clearances to infrastructure is maintained. Hardstand and some landscaping are proposed to be located within Powerlink's easement, and the area will be used for onsite manoeuvring (including heavy vehicles).

Service Arrangements

Sewer

The wider Flagstone Logistics Estate will be serviced by the Sewer Pump Station which will be installed on Proposed Lot 905 (by Council). Gravity sewer mains will reticulate sewer within the proposed estate roads to this Sewer Pump Station. Proposed Lot 104 will connect to gravity drainage within the proposed estate road (within the temporary access easement to the north). From the Sewer Pump Station, a rising main will be constructed to pump flows to a common injection point at Teviot Road, and ultimately to convey flows to the regional wastewater treatment works. It should be noted that the Sewer Pump Station and rising main are designated as Sub-Regional Trunk Infrastructure and Charter Hall will be delivering a portion of the rising main through an Infrastructure Agreement with Council and EDQ.

Water

Dual reticulation water mains will be constructed as part of the proposed estate roads, connecting to the existing water reticulation infrastructure on Crowson Lane as part of Stage 1 of the overarching reconfiguring a lot PDA development approval. As part of Stage 2 or 3 of the PDA development approval an additional connection to the existing water reticulation infrastructure will be made (to the eastern side of Mount Lindesay Highway). Proposed Lot 104 will be provided with an end of line arrangement within the proposed estate road (within the temporary access easement to the north) for connection to the water reticulation network.

Electrical / Communications

Electrical and communications networks will be constructed as part of the proposed estate roads, connecting to the existing infrastructure on Crowson Lane as part of Stage 1 of the overarching reconfiguring a lot PDA development approval. Proposed Lot 104 will connect to the proposed electrical/comms infrastructure within the proposed estate road (within the temporary access easement to the north).

Refuse

A covered refuse storage area is proposed at the northern façade of the proposed warehouse building adjacent to Dock Office 1. Refuse will be collected onsite via private contractor arrangements.

4.0 TECHNICAL & SPECIALIST ASSESSMENT

The proposed development will involve works and other outcomes which require technical assessment. Several technical reports have been prepared to accompany this development application and are summarised below.

4.1 TRANSPORT ASSESSMENT

A Transport Assessment has been prepared by Rytenschild Traffic Engineering and is provided at Appendix E. This assessment was carried out in relation to the proposed warehouse use, and considered:

- car parking supply and design.
- vehicle access arrangements.
- provision for pedestrians and cyclists.
- heavy vehicle access and on-site circulation.

The assessment has determined that:

- there is sufficient car parking to meet the anticipated peak demands.
- the proposed car parking layout, and vehicular crossovers meet the relevant standards and can cater for the anticipated type of vehicles.
- the proposed onsite vehicle manoeuvring areas, including heavy vehicle areas, can accommodate movements of anticipated vehicles without conflict.

Importantly, traffic arrangements for the proposed development are consistent with the Traffic Impact Assessment approved as part of the overarching reconfiguring a lot PDA development approval (EDQ Ref: DEV2018/961/12).

4.2 SITE BASED STORMWATER MANAGEMENT PLAN

A Site Based Stormwater Management has been prepared by Northrop Consulting Engineers and is provided at Appendix F. The assessment was carried out to ensure the stormwater quality and quantity measures for the proposed warehouse use met the relevant requirements. This assessment determined:

- an Erosion and Sediment Control Plan will be implemented during the construction phase to ensure the downstream drainage system and receiving waters are protected from sediment laden runoff.
- a treatment train will be implemented during the operational phase incorporating the use of 42 Ocean Protect OceanGuard 200 micron filter baskets to all stormwater inlet pits, and 120 Ocean Protect Stormfilter 360 Psorb Cartridges.
- onsite detention system will be installed during the operational phase to ensure no increase in water quantity because of the proposed development. The tank has been sized to mitigate post development flows to permissible site discharge flows for all rainfall events up to and including the 100 year ARI.

Importantly, stormwater management measures for the proposed development are consistent with the stormwater management plans approved as part of the overarching reconfiguring a lot PDA development approval (EDQ Ref: DEV2018/961/12).

4.3 ENGINEERING SERVICES REPORT

An Engineering Services Report has been prepared by Northrop Consulting Engineers and is provided at Appendix G. The report reviewed the key engineering and infrastructure requirements for Proposed Lot 104 / the proposed warehouse land use. The report identifies:

- adequate provision for services will be available.
- the lawful point of discharge for Proposed Lot 104 will be to the existing stormwater infrastructure within the proposed estate road (within the temporary access easement to the north).
- sewer reticulation is proposed to be serviced by the proposed connection from the sewer manholes at the northern frontage of Proposed Lot 104.
- a new DN150 water main is proposed within the frontage of Proposed Lot 104 to the internal road.

4.4 NOISE IMPACT ASSESSMENT

A Noise Impact Assessment has been prepared by Vipac and is provided at Appendix H. The assessment was carried out in relation to the proposed warehouse use to determine if potential noise emissions from the proposed development met the relevant noise requirements at nearby sensitive receptors and/or if mitigations measures are required.

The assessment recommends:

- mitigation management strategies to minimise noise annoyance with respect to vehicle manoeuvring areas.
- a mechanical plant noise assessment is carried out once plant selection has been finalised.

Importantly, the assessment has determined potential noise emissions from the proposed development are predicted to comply with the relevant noise requirements at sensitive receptors without mitigation measures.

5.0 ASSESSMENT OF DEVELOPMENT APPLICATION

5.1 ECONOMIC DEVELOPMENT ACT 2012

The ED Act provides the statutory planning framework for areas declared to be a Priority Development Area (PDA). This PDA development application will be assessed in accordance with the ED Act.

Section 87 of the ED Act sets out a range of matters that must be considered in the assessment of a PDA development application. The following matters are to be considered:

- the main purpose of the ED Act.
- any relevant State interest.
- any submission made during the submission period.
- the Development Scheme.

The above matters, except for submissions, are considered in the following sections. Submission can be considered should they arise during the assessment of the amendment application, however it is understood the development application does not require public notification.

5.1.1 PURPOSE OF ED ACT

Section 3 of the ED Act states:

“The main purpose of this Act is to facilitate economic development, and development for community purposes, in the State”.

The proposed development aligns with the purpose of the ED Act through the following outcomes:

- providing employment opportunities to the local community and broader South East Queensland.
- providing a use that provides both imported and locally sourced products for supply into retail, hardware, and industrial markets.
- co-location of the development with major transport infrastructure.
- compliance with the outcomes prescribed by the Development Scheme and MEDQ Guidelines.

5.1.2 STATE INTERESTS

The Greater Flagstone PDA Development Scheme ('Development Scheme') is the regulatory document applicable to the assessment of development on the site. The State interests the MEDQ can consider are very broad and are adequately addressed in the Development Scheme.

The proposed development meets the relevant provisions of the Development Scheme, and therefore the relevant State interests. Further discussion on the development's compliance with the Development Scheme is provided in subsequent sections of this Planning Report.

State Government Mapping

The Queensland Government's Development Assessment Mapping System ('DAMS') identifies the following State interests for the site:

- SEQ Regional Plan triggers: SEQ Regional Plan land use categories, Urban Footprint.
- Fish habitat areas: Queensland waterway for waterway barrier works, 1 – Low.
- Water resources: Water resource planning area boundaries.

- Native vegetation clearing: Regulated vegetation management map (Category B).
- Koala habitat area: Core koala habitat area.
- State transport corridor: State-controlled road.
- Areas within 25m of a State transport corridor: Area within 25m of a State-controlled road.

The Queensland Government's State Planning Policy (SPP) Interactive Mapping identifies the following State interests for the site:

- Agriculture: Important agricultural areas and Agricultural land classification – class A and B.
- Development and construction: Priority development area.
- Biodiversity: Matters of State Environmental Significance – Wildlife habitat (endangered or vulnerable and koala habitat areas – core), Regulated vegetation (Category B, Category C, essential habitat and intersecting a watercourse).
- Natural hazards risk and resilience: Flood hazard area – local government flood mapping area and Bushfire prone area – medium potential bushfire intensity and potential impact buffer.
- Energy and water supply: Major electricity infrastructure (Powerlink).
- Transport infrastructure: State-controlled road.

Whilst it is understood the State interests are incorporated into the Development Scheme, for completeness, the following comments are provided in relation to the proposed development and the above State interests:

- the proposed development will contribute to the site's overall development as part of the North Maclean major enterprise and industrial area identified in the SEQ Regional Plan. The proposed development will facilitate development consistent with the endorsed North Maclean Context Plan.
- the overarching reconfiguring a lot PDA development approval (EDQ Ref: DEV2018/961/12) enables significant earthworks on the part of the site mapped as a Queensland waterway for waterway barrier works and does not include a requirement to provide or maintain a waterway. Furthermore, Compliance Assessment has been granted by EDQ in accordance with Conditions 11a (Earthworks), 13a (Western boundary retaining wall), 14a (Road 1, Road 3 and Road 4), 18a (Water reticulation), and 19a (Internal sewer reticulation), 21a (Site Based Stormwater Management Plan), 23a (Stormwater detention/bioretention basin), and 24a (Swale) of this PDA development approval. The proposed development is consistent with the works in these Compliance Assessments.
- the proposed development does not involve the clearing of vegetation.
- the proposed development will not result in changes to the State transport corridor, ensuring access and stormwater management remains consistent with the overarching reconfiguring a lot PDA development approval (EDQ Ref: DEV2018/961/12). An assessment against State Code 1 of the State Development Assessment Provisions (SDAP) is provided in the accompanying Transport Assessment at Appendix E.
- State interests Agriculture, and Natural hazards risk and resilience illustrated on the SPP interactive mapping were considered in the assessment of the overarching reconfiguring a lot PDA development approval (EDQ Ref: DEV2018/961/12). The proposed development will facilitate development consistent with the endorsed North Maclean Context Plan and can be carried out consistent with the

Bushfire Management Plan, and Addendum to the Bushfire Management Plan approved as part of the overarching reconfiguring a lot PDA development approval (EDQ Ref: DEV2018/961/12).

- the proposed development has been designed to not compromise Powerlink’s access to their necessary infrastructure and ensure appropriate clearances to infrastructure is maintained.

5.1.3 GREATER FLATGSTONE PDA DEVELOPMENT SCHEME

Levels of Assessment

Map 8 of the Development Scheme identifies the site is in the Industry and Business Zone. Table 2 of the Development Scheme identifies development for:

- “Reconfiguring a lot that is not mentioned in schedule 1” (exempt development) is “UDA assessable development”, “Permissible development”. Reconfiguring a lot the subject of this development application is not mentioned in Schedule 1, and therefore comprises UDA assessable development – Permissible development.
- “Material change of use if (i) the use is not identified in schedule 2, or (ii) the change use is not mentioned in columns 1, 2, or 3b” is “UDA assessable development”, “Permissible development”. The proposed change of use is not mentioned in columns 1, 2 or 3b, and therefore comprises UDA assessable development – Permissible development.

Furthermore, the development does not meet the notification requirements at Section 3.2.10 of the Development Scheme. The proposed development is consistent with the zone intent applying to the site and will not have undue impacts on the amenity or development potential of adjoining land under separate ownership. The proposed use of the site is located on a part of the site significantly setback from the common boundary to land under separate ownership, or otherwise adjoins an existing or future road. In addition, the proposed development is consistent with the endorsed North Maclean Context Plan.

Criteria (UDA Wide Criteria)

The PDA development requirements (referenced in the Development Scheme as UDA development requirements) applicable to the assessment of this development application are expressed in the UDA-wide criteria, and zone provisions. Section 3.2 of the Development Scheme identifies UDA assessable development is consistent with the land use plan if the development complies with all relevant UDA-wide criteria and the relevant zone intents. The proposed development, as discussed below, complies with these requirements.

A response to the UDA-Wide Criteria is provided in Table F below, pursuant to Section 3.3 of the Greater Flagstone PDA Scheme. Please also refer to the accompanying drawings and documents within the appendices of this Planning Report. It is also noted that consideration has also been given to the MEDQ Guidelines.

TABLE F: RESPONSE TO UDA WIDE CRITERIA

CRITERION	RESPONSE
Neighbourhoods	Not Applicable: The proposed development does not involve residential development or community services.
Centres	Not Applicable: The proposed development is not located on land in a centre.
Housing Diversity and Affordability	Not Applicable: The proposed development does not involve residential development.
Employment Opportunities - Development delivers:	
A wide range of accessible employment opportunities.	Complies The proposed development is consistent with the endorsed North Maclean Context Plan, enabling the delivery of employment and training opportunities, and employment activities to be provided to the local community and wider South East Queensland.
Employment and training opportunities which complement those in nearby major industry employment areas such as Bromelton and Park Ridge.	Complies Refer to above response.
Employment Activities in designated centres and industry and business area.	Complies Refer to above response. Further, the Development Scheme identifies the site as part of the PDA's industry and business area.
Activities including industry, research and technology facilities and warehouses.	Complies The proposed development is for a warehouse, and the proposed reconfiguring a lot is required to enable that use to be on land (Proposed Lot 104) that is separately titled from the remainder of the site.
Development of a scale and intensity which is compatible with existing and proposed development in the vicinity.	Complies The site and land adjoining the southern site boundary (both included in the business and industry zone) are undeveloped. Accordingly, the proposed development will comprise one of the first use / built form for this part of the PDA. The proposed development has been designed to be consistent with the endorsed North Maclean

Context Plan, comprising a scale and intensity consistent with the lot layout, uses and built form expected to be developed on the site, and other warehouses proposed on the site in separate PDA development applications.

The proposed development complies with the key development parameters in the Development Scheme and MEDQ Guideline No.10. Notably:

- the proposed building comprises a maximum building height of 13.7m, that being less than the allowable 15m.
- the proposed building has a minimum setback of 35m from the northern front boundary to Proposed Lot 104, thereby complying with the allowable 6m setback. It is also noted the proposed building is setback from the western site boundary, a future road frontage by approximately 10m, thereby also complying with the allowable 6m setback.
- the proposed building is setback a minimum distance of 23m from the side boundaries to Proposed Lot 104, that being more than the allowable built to boundary setback.
- the proposed warehouse will comprise a maximum site cover of 56% of Proposed Lot 104, that being less than the allowable 75%.
- all proposed lots meet the minimum 1,000m² lot size.

The proposed development is therefore compatible with development intended to be developed on the remainder of the site and on land adjoining the site's southern boundary.

Furthermore, the proposed development is consistent with the overarching reconfiguring a lot PDA development approval (EDQ Ref: DEV2018/961/12), and does not propose a use on land adjoining a sensitive use or land intended to be used for a sensitive use. The proposed warehouse is located on a part of the site that is significantly setback from or is separated from such uses/land by major transport infrastructure whereby ensuring a suitable interface to sensitive uses is achieved.

<p>An appropriate transitioning of land uses at the interface with residential neighbourhoods.</p>	<p>Complies Refer to above response.</p>
<p>A buffer for sensitive receiving environments adjacent to the employment areas of North Maclean.</p>	<p>Complies Refer to above response. Further, the proposed development will not alter the 25m buffer corridor adjacent to the western site boundary included in the overarching reconfiguring a lot PDA development approval (EDQ Ref: DEV2018/961/12). The buffer enables sensitive receiving environments adjacent to the site to be buffered.</p>
<p>Buffers are enhanced through:</p> <ul style="list-style-type: none"> □ The provision of a greenspace strip with a minimum width of 25 metres. □ The location of local and collector roads adjacent to the low impact industrial areas. 	<p>Complies Refer to above response.</p>
<p>A limited range of commercial and trade retail activities that support small scale industry and service the direct needs of the local employment population within North Maclean. Non-industrial uses are not to duplicate commercial and retail uses intended for the Centres network.</p>	<p>Complies The proposed development is not for commercial and trade retail activities.</p>
<p>Limited access for industrial vehicles in streets adjacent to North Maclean.</p>	<p>Complies Access to the site is consistent with the overarching reconfiguring a lot PDA development approval (EDQ Ref: DEV2018/961/12) with respect to streets adjacent to North Maclean.</p>
<p>Direct access to the arterial road network where possible to enhance the efficient movement of goods.</p>	<p>Complies Refer to above response.</p>
<p>Movement Network - Development delivers:</p>	
<p>An effective, efficient and integrated movement network that provides a high level of safety and accessibility, maintains residential amenity and promotes the use of public and active transport particularly for local trips.</p>	<p>Complies Access to the site is consistent with the overarching reconfiguring a lot PDA development approval (EDQ Ref: DEV2018/961/12).</p>
<p>A major road network that provides effective links between centres and the neighbourhoods they serve, and to the external road network,</p>	<p>Complies. Refer to above response.</p>

and accommodates a range of users including cars, service vehicles, pedestrians, cyclists and public transport.	
A road network that has a functional hierarchy, facilitates longer travel movements, provides multiple access routes to and through neighbourhoods and minimises traffic impacts on residential areas.	Complies. Refer to above response.
The provision of a public transport network that is readily accessible to the community (90% of all dwellings should be within 400 metres of a potential public transport service), and provides effective links to centres, rail stations and external destinations.	Not applicable. The proposed development is not of a scale whereby it is reasonable or relevant for the development to deliver the provision of a public transport network.
A comprehensive active transport (walking and cycling) network based around major active transport spines, supplemented with local links and a safe and permeable street network within neighbourhoods. The active transport network provides safe and direct links to key destinations including centres, railway stations, parks and schools.	Not applicable. The proposed development is not of a scale whereby it is reasonable or relevant for the development to deliver a comprehensive active transport network.
Community Greenspace Network	
Not Applicable: The proposed development does not involve community greenspace.	
Community Facilities	
Not Applicable: The proposed development does not involve community facilities.	
Natural and Cultural Values	
Not Applicable: The proposed development does not impact natural and cultural values.	
Community Safety and Development Constraints	
Development is sited, designed and constructed to avoid, minimize or withstand the incidence of a development constraint.	Complies Access to the site is consistent with the overarching reconfiguring a lot PDA development approval (EDQ Ref: DEV2018/961/12) that addressed development constraints. Importantly: <ul style="list-style-type: none"> □ Proposed Lots 900, 901 and 905 are identical to Lots 900, 901 and 905 included in the development approval. □ the proposed temporary access easement at the northern boundary of Proposed Lots 104,

	<p>105 and 901 is on the same alignment as part of the approved road.</p> <ul style="list-style-type: none"> □ Proposed Lots 104 and 105 will be at a level that is not constrained by flood (refer to the Flood Technical Note prepared by Arcadis and provided at Appendix I). □ the proposed development is consistent with the approved bushfire management documents. □ the proposed development has been sited and designed consistent with the Development Scheme and MEDQ Guideline No.10 (refer to previous responses).
<p>Development ensures that people and property are safe from potential hazards including landslip, bushfire, flooding and predicted impacts of climate change.</p>	<p>Complies</p> <p>Refer to the above response.</p>
<p>Development does not compromise the integrity or operation of high voltage transmission lines/corridors.</p>	<p>Complies</p> <p>Refer to the above response. The proposed development has been designed to ensure Powerlink’s access to their necessary infrastructure is not compromised, and appropriate clearances to infrastructure is maintained. Hardstand and some landscaping are proposed to be located within Powerlink’s easement, and the area will be used for onsite manoeuvring (including heavy vehicles).</p>
<p>Residences and other sensitive uses are protected from the impacts of noise.</p>	<p>Complies</p> <p>The Noise Impact Assessment prepared by Vipac determined potential noise emissions from the proposed development are predicted to comply with the relevant noise requirements at sensitive receptors without mitigation measures. Refer to Appendix H.</p>
<p>To ensure protection from flooding and appropriate flood management:</p> <ul style="list-style-type: none"> □ development occurs in areas with an appropriate level of flood immunity. □ development ensures that stormwater run off at the site’s boundaries does not exceed that which presently exists, and there is ‘no 	<p>Complies</p> <p>Refer to the above responses and Appendix I and Appendix F.</p>

<p>net worsening' of flood conditions at the site's boundaries.</p>	
<p>To ensure protection from bushfire hazard, development is designed to mitigate bushfire risk. As development occurs, bushfire risk may diminish.</p>	<p>Complies Refer to the above responses.</p>
<p>Service Infrastructure</p>	
<p>Development ensures infrastructure and services are:</p> <ul style="list-style-type: none"> □ provided in a timely, orderly, integrated and coordinated manner to support urban uses and works. □ available or capable of being made available (including key infrastructure such as roads, public and active transport, water supply, sewerage, drainage, park network, community facilities, energy and telecommunications). □ designed to allow for future developments in information technology and providing access to technology in neighbourhood facilities. □ located and designed to maximise efficiency and ease of maintenance. 	<p>Complies</p> <p>Development and services will be provided consistent with the overarching reconfiguring a lot PDA development approval (EDQ Ref: DEV2018/961/12) and Compliance Assessments.</p> <p>Proposed Lots 900, 901 and 905 are included in the proposed development to ensure the site can be serviced by sewer and appropriate stormwater management measures are employed.</p> <p>Proposed Lot 104 will be connected to necessary services (refer to Section 4.0 above).</p>
<p>Infrastructure is designed to achieve the principles and standards set out in the applicable ULDA guideline.</p>	<p>Complies</p> <p>Infrastructure will be provided consistent with the overarching reconfiguring a lot PDA development approval (EDQ Ref: DEV2018/961/12) and Compliance Assessments.</p>
<p>General Requirements</p>	
<p>Site area and landscaping:</p> <ul style="list-style-type: none"> □ Sites have sufficient dimensions to accommodate buildings, parking, access and circulation areas and landscaping □ Landscaping is provided to enhance the visual amenity of the locality. 	<p>Complies</p> <p>As previously noted, the proposed development meets the minimum lot size, site cover, and setback requirements set out in MEDQ Guideline No.10. Furthermore, landscaping is proposed to be provided on Proposed Lot 104 to enhance visual amenity to the proposed warehouse.</p> <p>Notably, generous landscaping is provided at the frontages of Proposed Lot 104 (western and northern site boundaries), within the car parking area and outdoor staff area and includes large shade trees and ground covers. This landscape</p>

	<p>treatment will enhance visual amenity from adjoining frontages and will provide sufficient shade, whilst complementing landscaping within the wider Flagstone Logistics Estate located within the drainage lots within the eastern portion of the site, and open space / drainage lot within the western portion of the site and resulting in more than 10% of the site as landscaped treatment. This is over and above streetscaping provided throughout the estate that combined with landscaped setbacks form the main “green spines” to the Flagstone Logistics Estate enhancing visual amenity of the locality.</p>
<p>Sub-tropical design measures:</p> <ul style="list-style-type: none"> □ Development provides built forms that respond to the sub-tropical environment, including eaves, roof overhangs and sun shading devices. 	<p>Complies</p> <p>The proposed warehouse building includes eaves, roof overhangs and awnings, in addition to shade trees provided within the proposed car parking area and along the northern and western frontages. The proposed development therefore includes sub-tropical design measures.</p>
<p>Parking and end of trip facilities:</p> <p>Parking is provided in accordance with the rates and standards set out in the planning scheme. The ULDA will consider proposals for a reduced number of car parking spaces where it can be justified due to factors including:</p> <ul style="list-style-type: none"> □ Availability of on-street car parking. □ Public transport accessibility. □ Overall accessibility, including for all residential development, location within or adjoining a centre. □ Potential for sharing car parking spaces by different uses and activities. □ Target markets for residential development. <p>End of trip facilities for pedestrians and cyclists, including secure undercover bicycle storage facilities, showers and lockers are to be provided as part of development in accordance with the relevant requirements of the MP 4.1 – Sustainable Buildings of the Queensland Development Code.</p>	<p>Complies</p> <p>It is anticipated that a total of 150 employees will be located on site during each shift. The proposed development provides a total of 165 car parking spaces and has been designed to accommodate the anticipated maximum peak demand.</p> <p>Furthermore, the proposed development provides bicycle parking spaces and end of trip facilities..</p> <p>Refer to the Traffic Report at Appendix E.</p>
<p>Advertising Devices:</p>	<p>Complies</p>

<p>Advertising Devices are in accordance with standards set out in the planning scheme:</p> <ul style="list-style-type: none"> □ Cater for needs of display homes and businesses to clearly identify the location, the goods or services which are supplied to the public. □ Are consistent with the scale and design of existing buildings and other works on the site and in the locality, and complement the local streetscape. □ Where appropriate, reflect the character of the area. □ Are sited and provided on premises having regard to safety and amenity. 	<p>Advertising devices included as part of the proposed development are detailed at Appendix J, which also demonstrates compliance with the Logan Planning Scheme 2015 Advertising Devices Code. Proposed advertising devices have been designed to be consistent with the applicant and tenants company branding rolled out across Australia. The devices assist with wayfinding, are of a scale and design and are located consistent with the intended built form and streetscape expressed for the site in the endorsed North Maclean Context Plan and will not result in adverse amenity impacts or cause distraction to road users.</p>
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Zone Intent

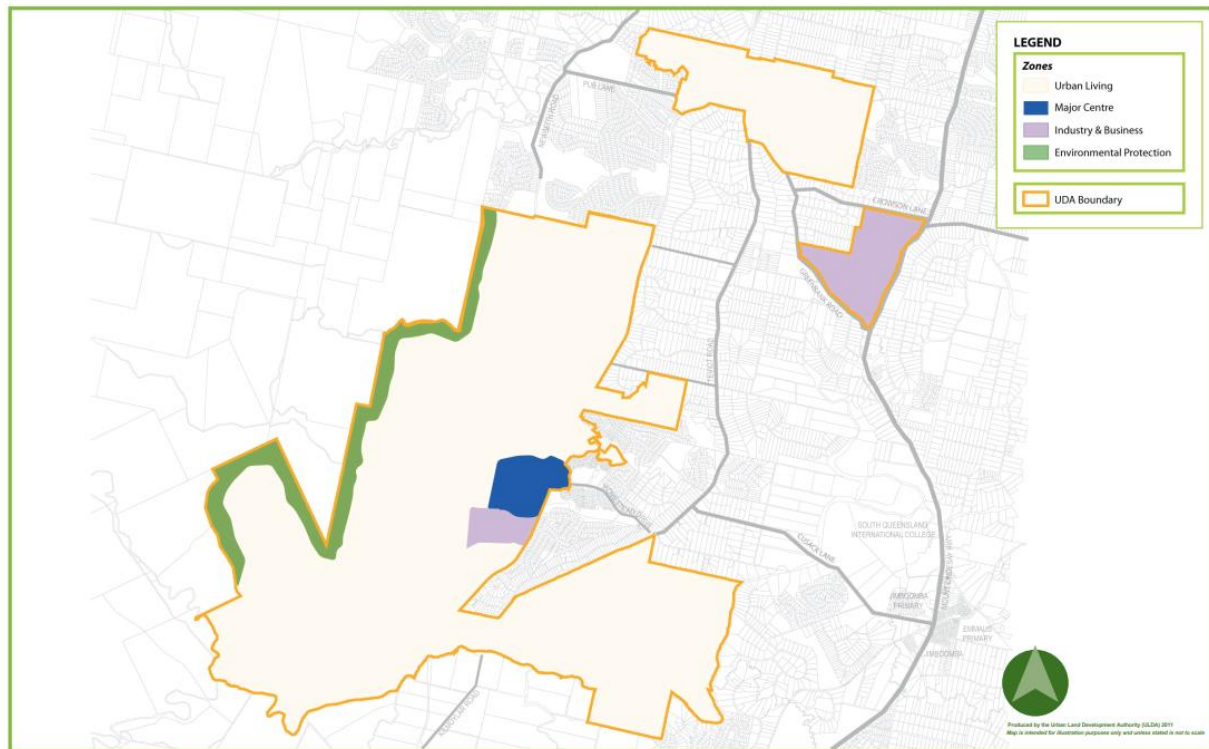
The site is located within the Industry and Business Zone as shown in Figure 5 below. The intent of the zone is to:

“accommodate industrial activities which do not generate dust, noise and odour emissions beyond the zone. The zone provides for a wide range of compatible industrial uses including low impact industry, research and technological industries, knowledge creation, entrepreneurial activity and service industry activities”.

The proposed development seeks the establishment of a warehouse within the Industry and Business Zone. The proposal is consistent with the intent of the zone and zone provisions on the following basis:

- a warehouse land use is a compatible industrial activity. The activities will be limited to storage and distribution only and will not create adverse impacts beyond the zone.
- it will not have undue impacts on the amenity or development potential of adjoining land under separate ownership. Importantly, the proposed development meets noise requirements at nearby sensitive receptors.
- it forms part of the Flagstone Logistics Estate and will enhance the industrial character of the area. A high-quality warehouse building will be accommodated with sustainable elements incorporated into the design.
- it has high accessibility to major transport infrastructure to service the local community and South-East Queensland.
- it provides employment opportunities to the local community.

Figure 5: Zone



Source: Development Scheme

Environmental Values and Sustainable Resource Use

The below sub-sections provide further information on the efficiencies of the proposed warehouse and the Flagstone Logistics Estate in accordance with EDQ Guideline 14.

Energy Efficiencies (warehouse)

The proposed development is intended to achieve sustainable design and Green Star requirements where reasonably able and subject to detailed design. These include:

- the warehouse building will include Green Materials.
- the proposed development will be designed in accordance with the 5-Star Green Star rating (where reasonably able).
- all external window glazing will comply with the requirements identified in Section J (Energy Efficiency) of the National Construction Code (BCA).
- the warehouse building will incorporate overhangs above the roller shutter door openings.
- a fixed roof overhang is proposed to the Main office entry and surrounds, along with fixed louvers to create external shading,
- the roof insulation of the warehouse building and dock office have an R1.3 value. The roof insulation is expected to exceed the requirements of Section J of the BCA.
- the warehouse building incorporates wall louvers and roof vents to provide natural ventilation.
- the warehouse building incorporates 5% translucent sheeting for daylight harvesting.
- a total of 6% of carparks will have EV charging units. A total of 20% of carparks will have conduits for future charging provisions.
- ESG metering is proposed to manage energy consumption.
- landscaping areas will have smart irrigation initiatives to reduce water consumption (where reasonably able).

- the end of trip facilities provided comply with the Queensland Development Code MP4.1 – P12.
- adequate bicycle parking spaces are provided.

Energy Efficiencies (Flagstone Logistics Estate)

The Greater Flagstone PDA Development Scheme and supporting guidelines do not state a provision of electricity via renewable energy. The Applicant intends for Flagstone Logistics Estate to be Queensland's leading Industrial and Logistics estate powered by renewable energy which is tailored to their tenant customers' business needs however, this is subject to further negotiations and detailed design and is not relevant to the assessment of this PDA Development Application.

Landscaping

PDA Guideline No. 10 states "*High quality landscaping is important for amenity and plays an important role in buffering incompatible uses and activities*" (Page 9). As previously noted, generous landscaping is provided at the frontages of Proposed Lot 104 (western and northern site boundaries), within the car parking area and outdoor staff area and includes large shade trees and ground covers. This landscape treatment will enhance visual amenity from adjoining frontages and will provide sufficient shade, whilst complementing landscaping within the wider Flagstone Logistics Estate located within the drainage lots within the eastern portion of the site, and open space / drainage lot within the western portion of the site that result in more than 10% of the site as landscaped treatment. This is over and above streetscaping provided throughout the estate that combined with landscaped setbacks form the main "green spines" to the Flagstone Logistics Estate enhancing visual amenity of the locality.

Notably, Proposed Lot 104 is located within the Flagstone Logistics Estate, an estate that will be developed by the Applicant for uses consistent with the North Maclean Context Plan and is significantly setback from all site boundaries (boundaries forming Lot 39). The proposed warehouse therefore will not be directly visible from nearby sensitive uses and/or incompatible uses and activities. Dense landscaping is provided at the frontage of Proposed Lot 104 comprising large canopy trees, medium canopy trees, shrubs, and groundcovers, or screening hedges and trees. This landscape treatment has been designed to provide positive streetscape amenity, softening and screening proposed built form on site, creating an 'address' for the proposed warehouse, whilst also providing sufficient canopy cover to proposed car parking. Landscaping within Proposed Lot 105 is therefore of high quality, will create positive streetscape amenity and shade within the proposed car parking area, and buffering to incompatible uses and activities is irrelevant this part of the site.

Furthermore, the extent of landscaping on site is typical of modern warehouse developments throughout South East Queensland, has been designed consistent with the Applicant's company branding throughout Australia, and will be complemented by streetscape treatment that has been designed, amongst other matters, to:

- Provide tree canopy cover and reduce the "urban heat island effect".
- Strengthen canopy connectivity throughout the Estate.
- Soften and screen the bulk of the warehouses.
- Help create a cooler microclimate around buildings and along pedestrian routes.
- Provide multiple opportunities to create an address for each warehouse project.

6.0 CONCLUSION & STATEMENT OF REASONS

This development application is for the establishment of the first warehouse in the Flagstone Logistics Estate within the PDA. The application is made over land located at 4499-4651 Mount Lindesay Highway, North MacLean and formally described as Lot 39 on SP258739.

It seeks approval for the following aspects of development:

- Development Permit for Reconfiguring a Lot - 1 into 5 Lots, plus balance lot and access easements; and
- Development Permit for Material Change of Use for Warehouse (Distribution Centre).

This Planning Report and supporting information provide a comprehensive assessment of the proposed development in accordance with the requirements and framework of the ED Act, the Development Scheme, and other relevant legislation.

The assessment demonstrates that the development application should be approved. The proposed development:

- is consistent with the endorsed North Maclean Context Plan and complies with the relevant assessment benchmarks in the Development Scheme (and relevant MEDQ Guidelines) and State Codes from the State Development Assessment Provisions.
- is consistent with the overarching reconfiguring a lot PDA development approval (EDQ Ref: DEV2018/961/12) and Compliance Assessments granted over the site (including stormwater, services, and access).
- meets noise requirements at nearby sensitive receptors.
- provides sufficient car parking to meet anticipated demand and provides access and manoeuvring in accordance with the relevant requirements.
- provides a use that is significantly set back from boundaries adjacent to or opposite a sensitive land use or zoned for a sensitive land use or is separated from such uses/land by major transport infrastructure.



WOLTER
consulting group