

TOWN PLANNING ASSESSMENT REPORT

PDA Development Application
for Reconfiguring a Lot for
Subdivision (2 Into 17 Lots)

4745-4759 and 4761-4773 Mount
Lindesay Highway

Prepared for

ROUBAIX PROPERTIES PTY LTD

1 August 2025

URBIS STAFF RESPONSIBLE FOR THIS REPORT

Associate Director	Erin Brooks
Senior Consultant	Jorja Feldt
Consultant	Natalia Grodek
Project Code	P0057404
Report Number	V1

APPLICANT DETAILS

APPLICANT	URBIS CONTACT DETAILS
Roubaix Properties Pty Ltd	Jorja Feldt & Natalia Grodek
C/- Urbis Ltd	jfeldt@urbis.com.au ngrodek@urbis.com.au
Level 32, 300 George Street Brisbane QLD 4000	(07) 3007 3800

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EXECUTIVE SUMMARY

The proposed development seeks approval for a Development Permit for Reconfiguring a Lot (2 into 17 lots) and the construction of a new road to service these lots. The new road will terminate at lots 9 and 1, transitioning into a cul-de-sac, and will be accessed via the future industrial road collector. This proposal aims to reconfigure the existing lots and provide the necessary infrastructure to create land suitable for industrial use.

The application seeks the following development approvals:

Table 1 - Development Approvals

ASPECT OF DEVELOPMENT	DEVELOPMENT APPROVAL SOUGHT	CATEGORY OF ASSESSMENT
Reconfiguring a Lot for Subdivision (2 into 17 lots)	PDA Development Permit	Permissible Development

KEY DETAILS

Table 2 - Key Details

KEY DETAILS	PROPOSAL DETAILS
Site Address	4745-4759 and 4761-4773 Mount Lindesay Highway, North Maclean
Real Property Description	Lot 7 and 8 on RP137101
Zone	Industry and Business Zone
Proposed Development	Development Permit for Reconfiguring a Lot (2 lots into 17 lots and new road)
Level of Assessment	Permissible Development

REASONS FOR APPROVAL

Overall, this report demonstrates that the proposed development should be approved for the following reasons:

- The development is consistent with the purpose of the *Economic Development Act 2012*;
- The development aligns with the objectives set forth for development within the Greater Flagstone Priority Development Area (PDA) Development Scheme, thereby supporting the long-term vision and strategic planning objectives for the area;
- The development is consistent with the Endorsed North Maclean Context Plan; and
- The development will assist in facilitating the necessary infrastructure delivery, including sewerage and water infrastructure, as well as ensuring the future road widening of the Mount Lindesay Highway is not prejudiced.

1. INTRODUCTION



Urbis Ltd has been engaged by *Roubaix Properties Pty Ltd* (the 'Applicant') to prepare this Priority Development Area (PDA) Development Application for land located at 4745-4759 and 4761-4773 Mount Lindesay Highway, North Maclean more formally described as Lot 7 and 8 on RP137101.

This development application specifically seeks a development permit for a Reconfiguring a Lot for Subdivision (2 lots into 17 lots and an internal access road).

The site falls within the Greater Flagstone PDA, and as such assessment of the proposed development will consider the PDA development requirements set out in the *Greater Flagstone Priority Development Area Development Scheme* and the relevant sections of the *Economic Development Act 2012*.

For the purposes of this report, the *Greater Flagstone Priority Development Area Development Scheme* will be referred to as the 'Development Scheme' and the *Economic Development Act 2012* will be referred to as the 'ED Act' hereon in.

Within the Greater Flagstone PDA, the proposed development is noted as being PDA assessable development (Permissible Development) and therefore requires a development application before any development. The report is accompanied by and should be read in conjunction with the following material:

- **Appendix A** – Development Application Form;
- **Appendix B** – Title Search;
- **Appendix C** – Owners Consent;
- **Appendix D** – Proposed Reconfiguration Plans, prepared by *Burchills Engineering Solutions*;
- **Appendix E** – North Maclean Planning Context, prepared by *Urbis*;
- **Appendix F** – Civil Engineering Report, prepared by *Burchills Engineering Solutions*; and
- **Appendix G** – Conceptual Stormwater Management Plan, prepared by *Burchills Engineering Solutions*.

The assessment of the application is to be undertaken in accordance with all relevant assessment matters identified in *Section 87* of the ED Act. The Greater Flagstone PDA Development Scheme is the primary planning instrument to be used in assessment of the development application.

The assessment contained herein has determined that the proposed development is appropriate, complies with the relevant assessment criteria and will not prejudice the future long-term development of the PDA. MEDQ's approval of the application is therefore sought, subject to reasonable and relevant conditions.

2. THE SITE

2.1. SITE DETAILS

Key details of the site are as follows:

Table 3 - Site Details

CATEGORY	DESCRIPTION
Site Address	4745-4759 and 4761-4773 Mount Lindesay Highway, North Maclean
Real Property Description	Lot 7 and 8 on RP137101
Site Area	82,124m ²
Land Owner	- Lot 7 on RP137101 - <i>Tan Ngoc Nguyen & Nhat Thi Nguyen</i> - Lot 8 on RP137101 - <i>Dr Shah Pty Ltd A.C.N. 658 279 639 as Trustee under Instrument 721700049</i> Property searches are provided in Appendix B – Title Search .
Easements	There are no easements that burden or benefit Lot 7 and 8 on RP137101. For further details, refer to Appendix B – Title Search .
Existing Land Use	Vacant Land

Figure 1 – Subject Site



Source: Nearmap

2.2. SITE AND SURROUNDING LOCALITY

The site located in the suburb of North Maclean, and more specifically within the Greater Flagstone PDA. The site is connected to the road network where lawful access is provided via an unsealed service road leading from the Mount Lindesay Highway. The site is not yet connected to water supply, reticulated sewer, telecommunications or electricity. The site is also densely covered with vegetation.

The surrounding locality is an emerging industrial area with several historical and recently established businesses alongside large vacant allotments including, but not limited to the following:

- **North** – comprises Lot 1 on RP113251 recently approved for clearing and Lot 39 on SP258739 containing the approved 'Charter Hall' industrial estate. Lots 3 to 6 on RP137101 are mostly vacant however, benefit from approvals which allow for industrial uses to progress;
- **East** – comprises a mix of commercial and industrial uses such as Horizon Towing and Logistics, Gora Truck and Trailer Repairs, BP Truckstop and Maclean Produce (i.e. animal feed store);
- **South** – comprises a mix of commercial and industrial uses improved by an Ampol Service Station and storage yard; and
- **West** – directly west adjoining the site boundary is an industrial use the Zenith Timber Industries. Further west has more undeveloped land.

Figure 2 – North Maclean Locality

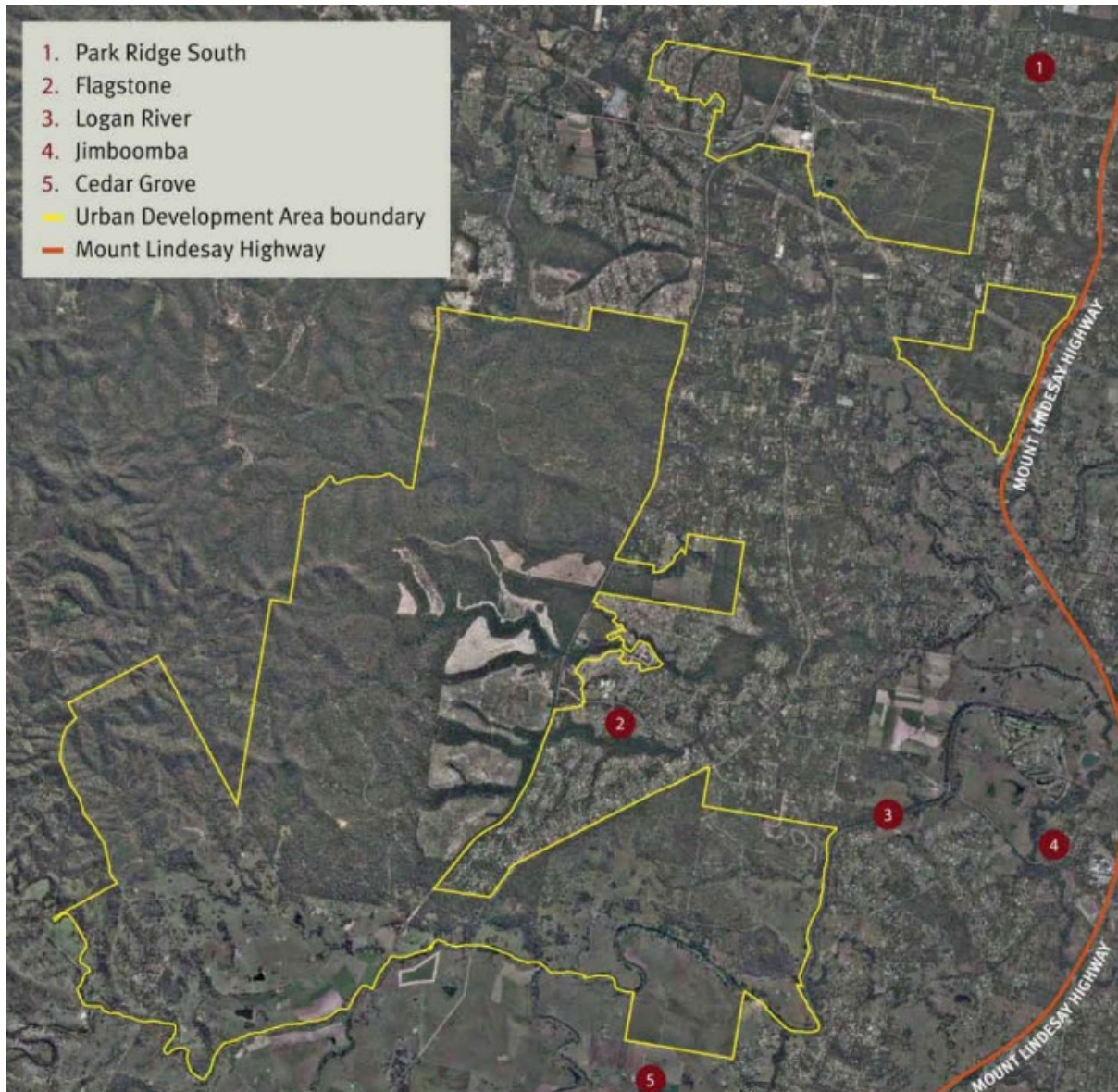


Source: Nearmap

2.3. GREATER FLAGSTONE URBAN DEVELOPMENT AREA

The Greater Flagstone PDA was declared under the superseded *Urban Land Development Authority Act 2007* ('ULDA Act') on 8 October 2010. The Greater Flagstone PDA is located within the Logan City Council local government area and has been strategically situated within South East Queensland's south-west growth corridor, being one of the largest job and industry growth areas in Australia. The Greater Flagstone Urban Development Area Development Scheme ('Development Scheme') is the primary planning instrument to be used in assessment of the development application.

Figure 3 – Greater Flagstone PDA Boundary



Source: Greater Flagstone PDA

Pursuant to Section 3.2.10 of the Development Scheme, public notification is not deemed to be required because the proposal:

- Includes a proposal for development which complies with the zone intent (being a subdivision to facilitate further industrial development);
- Aligns with the Endorsed North Maclean Context Plan;
- And will not have undue impacts on the amenity or development potential of adjoining land or land within a residential zone.

2.4. NORTH MACLEAN CONTEXT PLAN

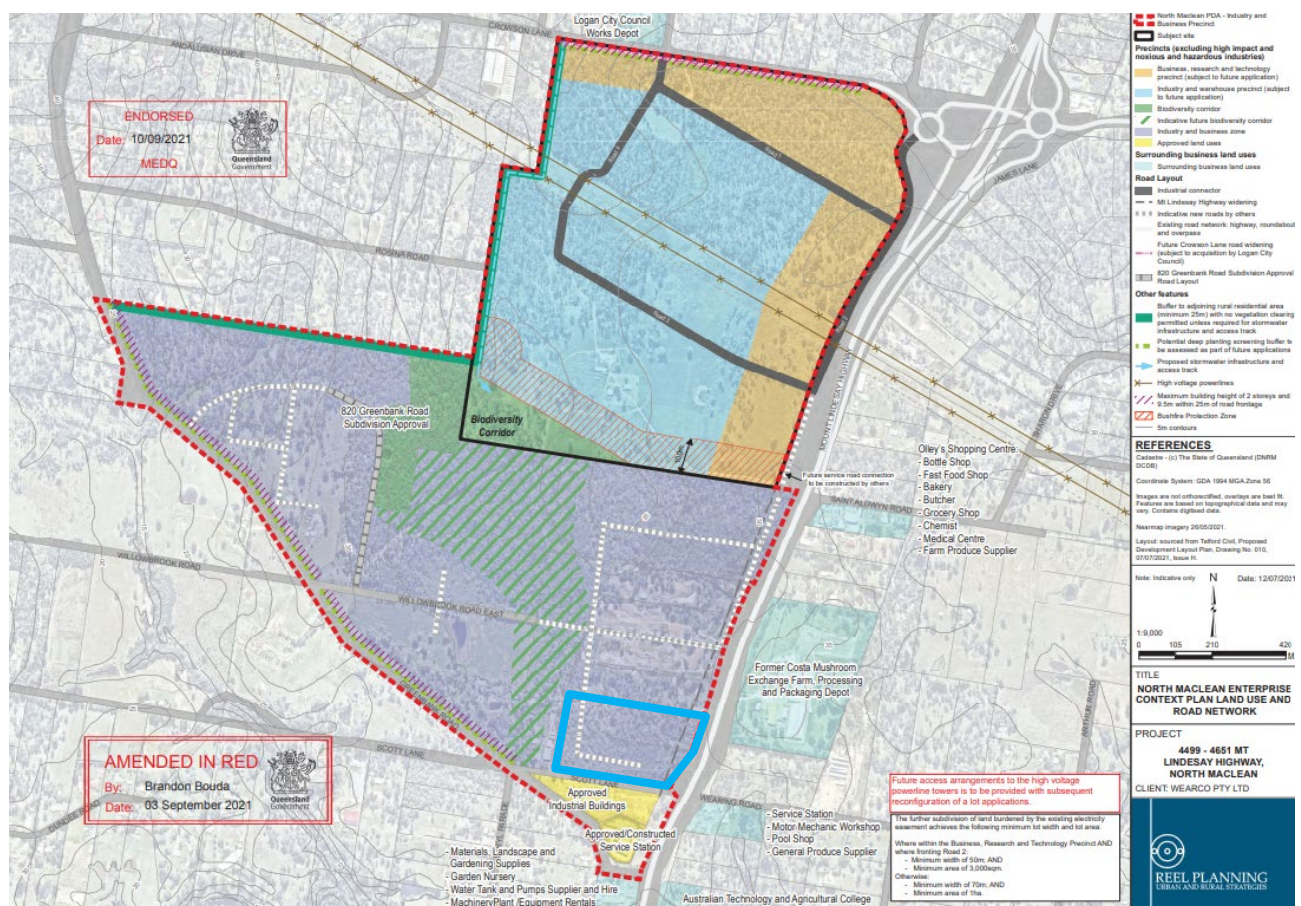
Context plans are required under the Development Scheme to ensure that development does not prejudice the achievement of the vision, UDA-wise criteria and zone intents across the PDA. Pursuant to Section 3.2.8 of the Development Scheme, context plans are required to accompany a development application for:

- The first permissible development in the relevant context plan area; or
- A later permissible development that is materially inconsistent with an existing endorsed context plan for the area.

The relevant Context Plan for the land subject to the development application is the North Maclean Context Plan, which was endorsed on the 10 September 2021. Notably, the framework and intended development outcomes of this proposed subdivision are not materially inconsistent with the endorsed Context Plan. Therefore, a context plan is not required as part of this application. Any minor variations to the structure planning for the broader area as depicted in the endorsed Context Plan is sufficiently addressed in this development application, including the accompanying preliminary civil plans.

The context plan notes the site as suitable for industry and business purposes, with no mapped site constraints on this plan.

Figure 4 – North Maclean Context Plan (site outlined in blue)



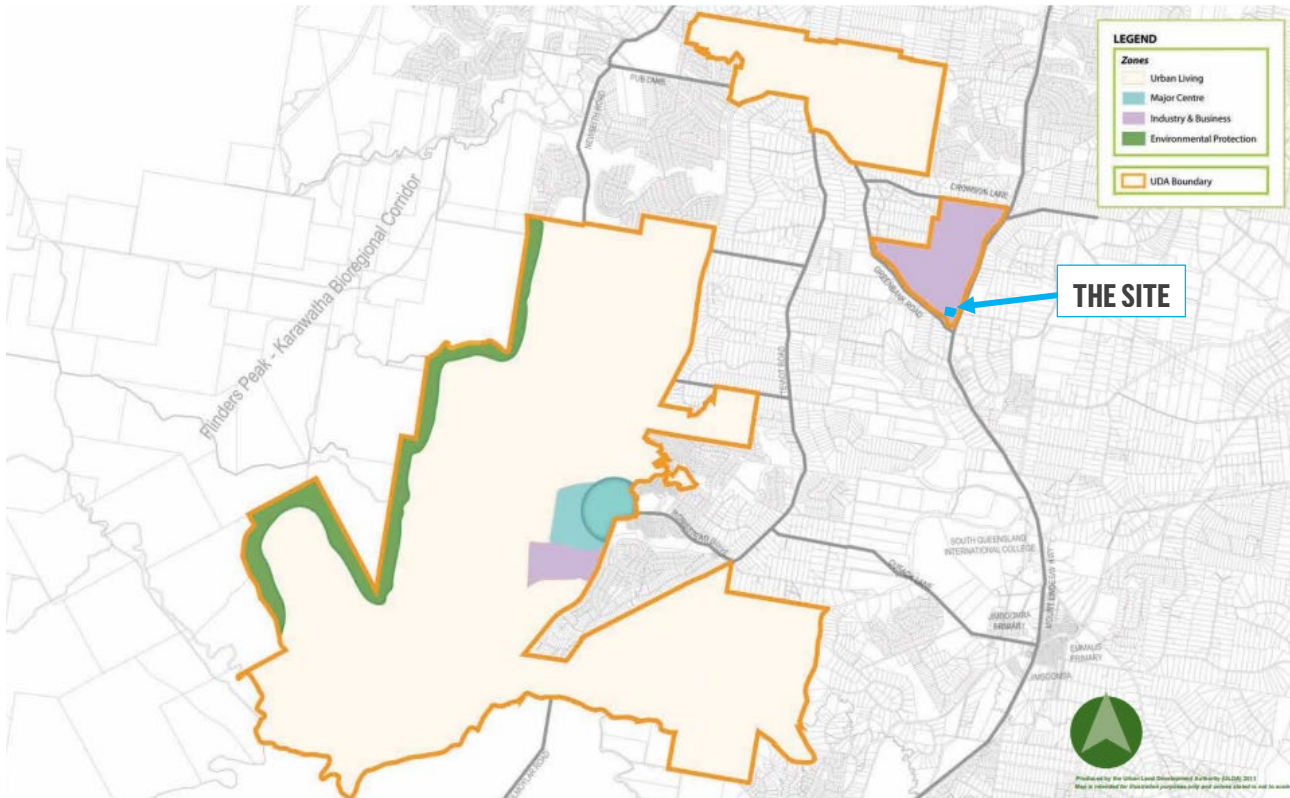
Source: EDQ

2.5. LAND ZONING

The Greater Flagstone UDA comprises four zones: Urban Living, Major Centre, Industry and Business, and Environmental Protection. As illustrated in **Figure 5** below, the site is situated within the Industry and Business Zone.

The intent for the Industry and business zone is to accommodate industrial activities which do not generate dust, noise and odour emissions beyond the zone. The development achieves compliance with the relevant criteria pertaining to development in this zone.

Figure 5 – Land Use Plan Map (approximate extent of the site outlined in blue)



Source: Greater Flagstone PDA

For explanation purposes, a full planning context has been prepared and provided in **Appendix E – North Maclean Planning Context**. This planning context outlines the historical evolution and current planning parameters which impact the subject sites.

3. DEVELOPMENT APPLICATION CONTEXT

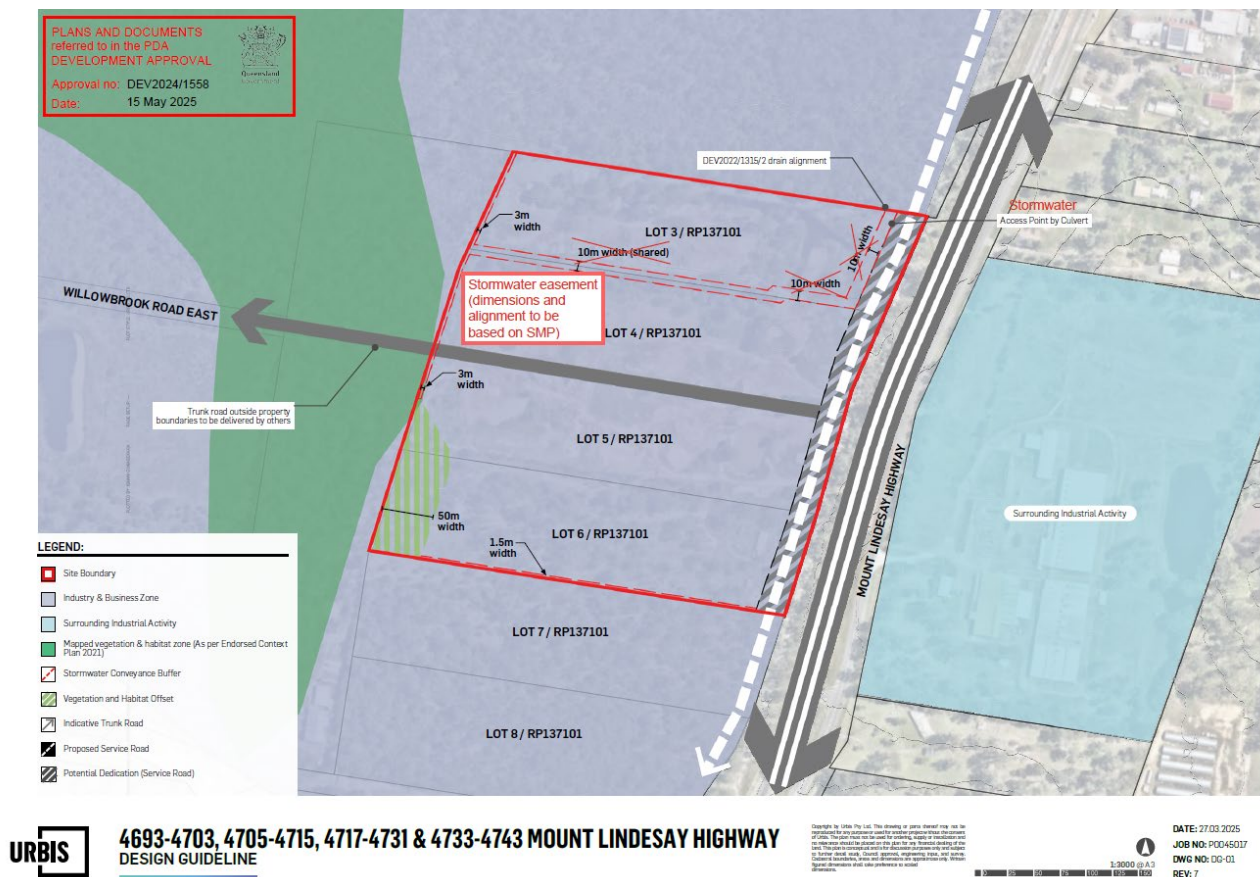
The purpose of this section is to provide a comprehensive understanding of the approved and evolving development landscape for properties directly adjoining the site. This background feeds into the justification and rationale behind the proposed subdivision with a key component being infrastructure delivery and sequencing.

3.1. PRELIMINARY APPROVAL (LOT 3 TO 6)

On 15 May 2025, EDQ issued a PDA Preliminary Approval for Material Change of Use for factory outlets and distribution centre with development guideline at 4693-4703, 4705-4715, 4717-4731 and 4733-4743 Mount Lindesay Highway, North Maclean described as Lots 3, 4, 5 and 6 on RP137101 (EDQ Ref: DEV2024/1558) (**Figure 6**).

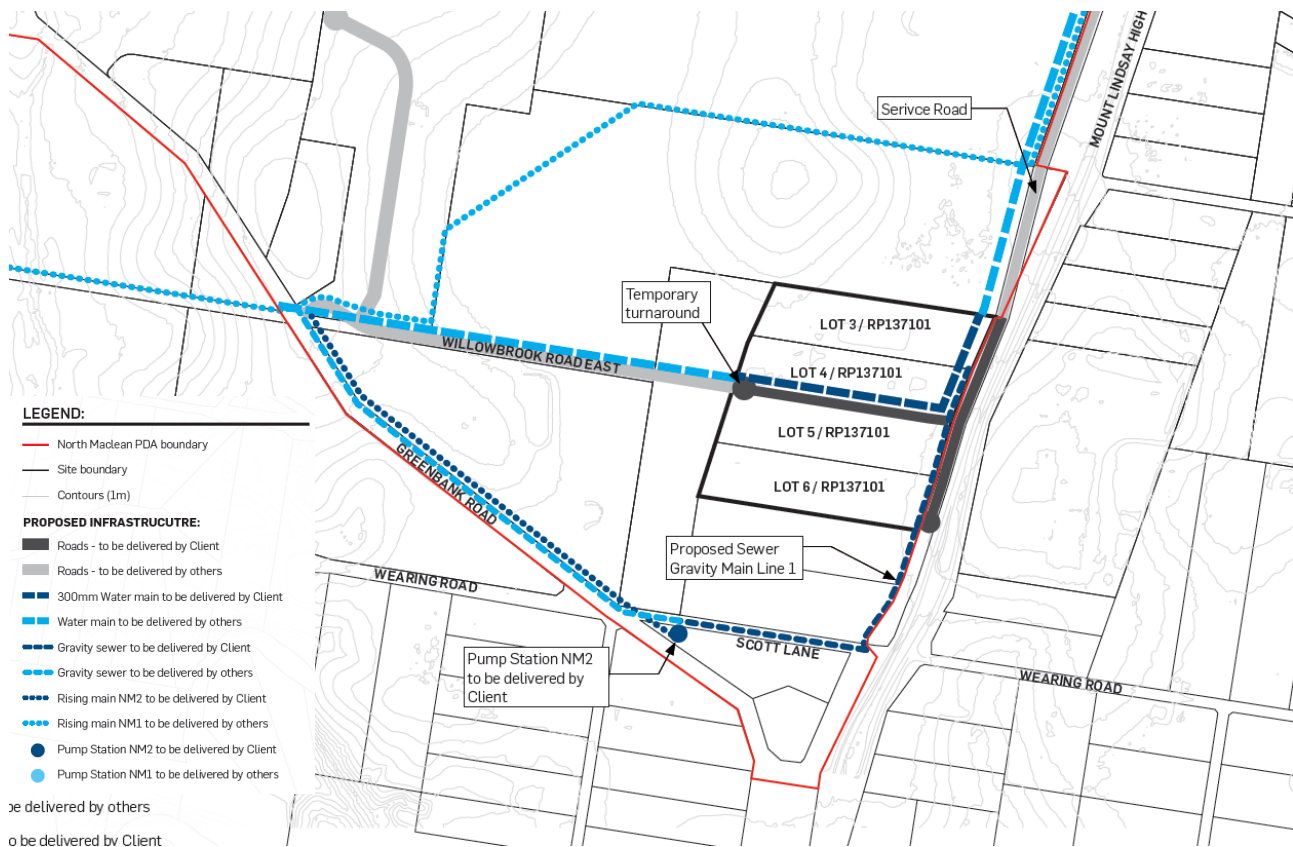
The approved Design Guideline is supported by an Infrastructure Masterplan, outlined in **Figure 7** below. The locality lacks adequate servicing to enable development on site including sewerage, water, and road network. The intent of the Infrastructure Masterplan is to outline a logical roadmap to facilitate the establishment of services in order to facilitate development.

Figure 6 – Approved Design Guideline (DEV2024/1558)



Source: DEV2024/1558 Development Approval

Figure 7 – Approved Infrastructure Masterplan (DEV2024/1558)



Source: DEV2024/1558 Development Approval

3.2. OPERATIONAL WORKS APPLICATION (LOT 7 AND 8)

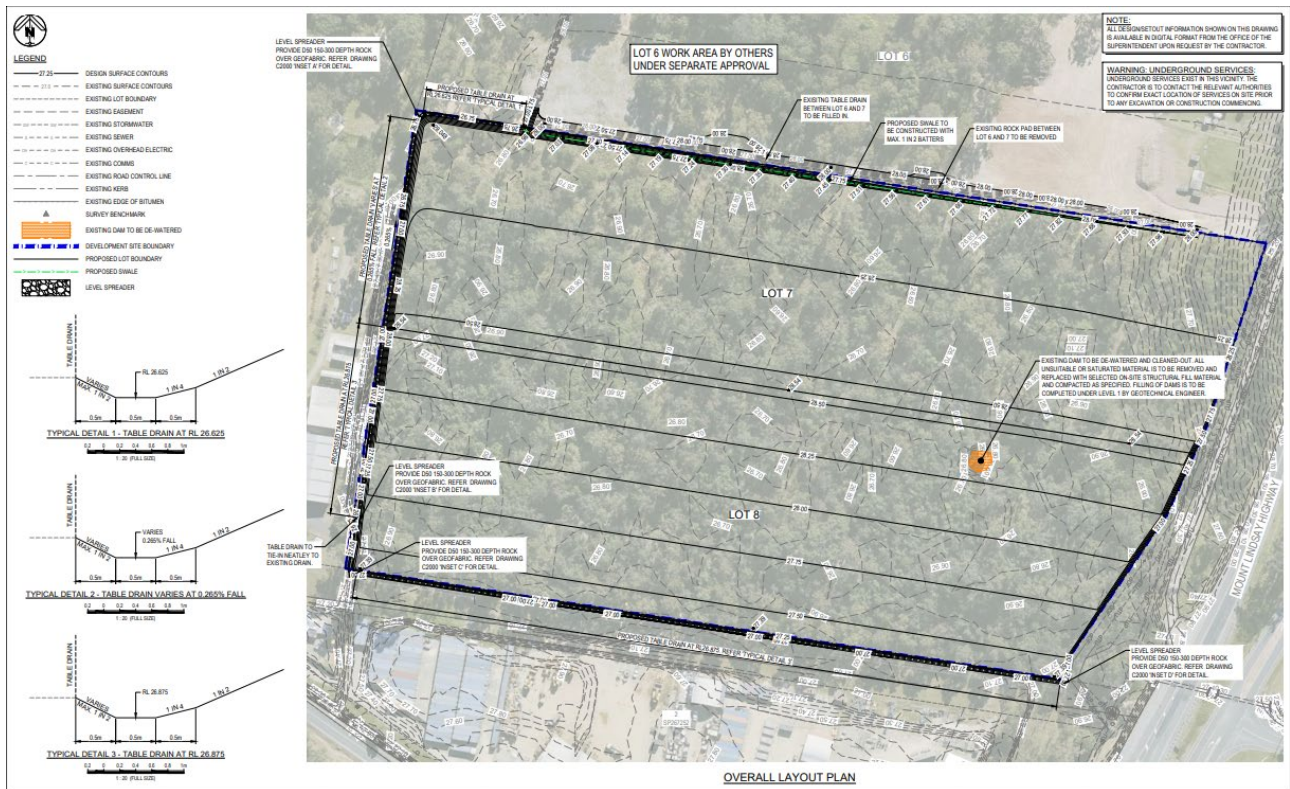
On 10 January 2025, Burchills Engineering Solutions (on behalf of the Applicant) submitted a PDA Development Application for Operational Work (Bulk Earthworks and Vegetation Clearing) located at 4745-4759 and 4761-4773 Mount Lindesay Highway, North Maclean more formally described as Lots 7 and 8 on RP137101 (EDQ Ref: DEV2025/1587).

The Operational Works application impacts both Lot 7 and 8 which are subject to this Reconfiguring a Lot application and seeks to prepare the site in anticipation of the subdivision application. **Figure 8** below outlines the Overall Layout Plan for proposed earthworks.

In accordance with Logan City Council's *Logan and Albert River Flood Study* (October 2023), the 1% AEP peak flood level over the site is documented as 27.20m AHD. The proposed earthworks will provide ground levels ranging between 27.2m to 28.5m AHD. The works will facilitate raising and levelling of the ground level to achieve flood immunity and improve useability of the future proposed lots.

The highest ground levels are located along the shared boundary of Lot 7 and 8 aligning with the future internal road which is proposed as part of this Reconfiguring a Lot application.

Figure 8 – Proposed Earthworks



Source: DEV2025/1587 Proposal Plans

4. THE PROPOSAL

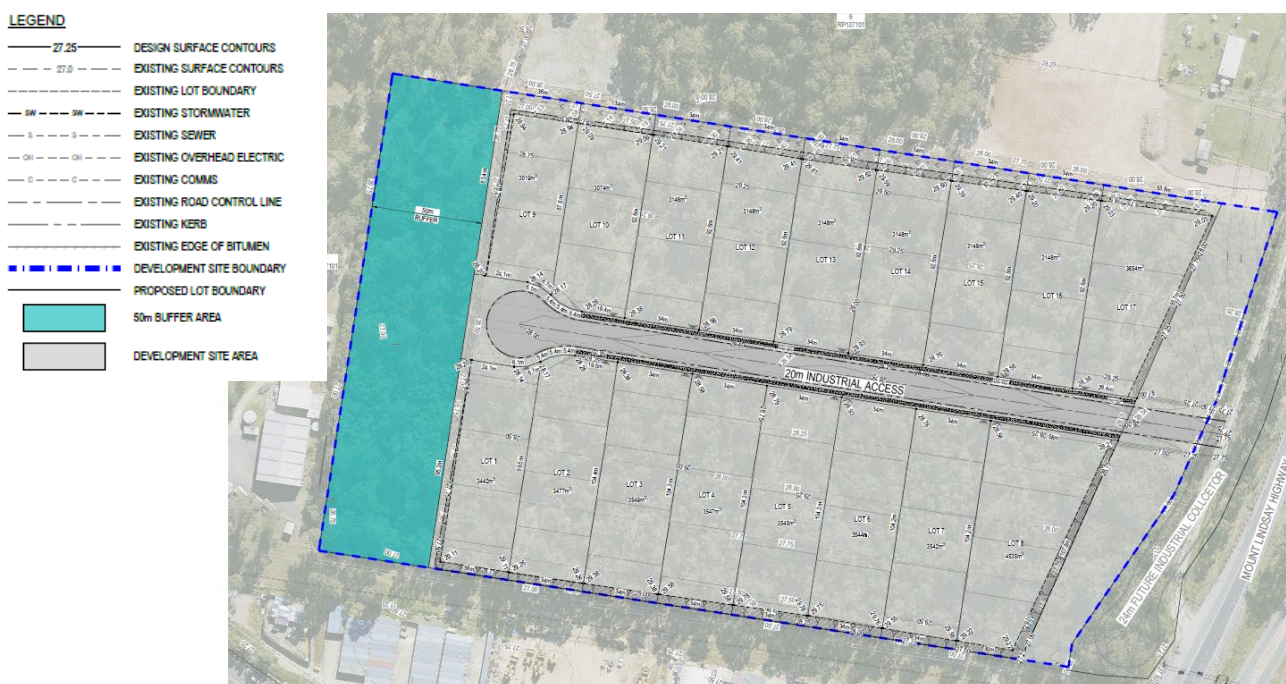
The proposed development seeks approval for a Development Permit for Reconfiguring a Lot (2 into 17 lots). This subdivision will be supported by the construction of a new internal road designed to service these lots efficiently.

The new internal road will terminate at Lots 9 and 1, featuring a cul-de-sac to facilitate appropriate turn around for industrial vehicles. This road will be accessed via the future industrial collector road to the east of the site (the service road), ensuring seamless connectivity to the broader transport network.

The proposal will deliver internal infrastructure to service each freehold lot to be contained within the future road reserve. The development is designed to align with the relevant local planning standards and contribute positively to the community's long-term vision for sustainable and well-organised industrial development.

A review of the proposed infrastructure servicing is outlined further in **Section 7** of this report.

Figure 9 – Proposed Reconfiguration Plan



Source: Burchills Engineering Solutions

The reconfiguration will result in seventeen (17) new lots, each varying in size to provide slight variation to accommodate different industrial needs. The specific dimensions and details of these lots are outlined in **Table 4** below:

Table 4 – Proposed Reconfiguration of Lots

Lot Number	Road Frontage (m)	Proposed Lot size (m ²)
1	30.2m	3,442m ²
2	35.7m	3,477m ²
3	34m	3,549m ²
4	34m	3,547m ²
5	34m	3,545m ²

Lot Number	Road Frontage (m)	Proposed Lot size (m ²)
6	34m	3,544m ²
7	34m	3,542m ²
8	58m	4,535m ²
9	36.9m	3,019m ²
10	35.6m	3,074m ²
11-16	34m	3,148m ²
17	29.4m	3,854m ²

Source: Urbis

4.1. CATEGORY OF ASSESSMENT

In accordance with Table 2: Levels of Assessment of the Development Scheme, Reconfiguring a lot for Subdivision where located within the PDA Industry and Business zone is Permissible Development.

Consequently, a PDA Development Application is required and approval needed, prior to the proposal being carried out. The following sections of this report provide an assessment of the proposed development against the relevant provisions of the Development Scheme.

5. STATUTORY PLANNING FRAMEWORK

5.1. LEGISLATIVE FRAMEWORK

5.1.1. Economic Development Act 2012

The Economic Development Act 2012 ('ED Act') is the statutory instrument responsible for development assessment in the Greater Flagstone Priority Development Area (PDA). The ED Act operates independently of the *Planning Act 2016* ('Planning Act').

The application includes Reconfiguring a Lot components that are PDA assessable development. A Development Permit for Reconfiguration of Lot is therefore required prior to any site works occurring, and the dedication and formation of proposed public road reserve.

The Department of State Development, Infrastructure, Local Government and Planning (DSDILGP), represented by the Minister for Economic Development Queensland (MEDQ), will be the Assessment Manager for the proposed development application.

Section 87 of the ED Act identifies the relevant matters that must be considered when deciding a PDA development application. These matters include:

- The purpose of the ED Act;
- Any relevant State Interest; and
- The Greater Flagstone PDA Development Scheme.

The following sections of this report provide an assessment against the abovementioned matters.

5.2. PURPOSE OF THE ECONOMIC DEVELOPMENT ACT

As set out in the ED Act the main purpose of the Act is...

"To facilitate economic development, and development for community purposes, in the State".

The proposed development facilitates economic development by reconfiguring the existing two lots into seventeen new lots, creating a versatile industrial precinct that can accommodate a range of industrial future needs.

5.3. STATE INTERESTS

The ED Act defines State interest as including:

"(a) An interest relating to the main purpose of this Act; and

(b) An interest that, in MEDQ's opinion affects an economic, community or environmental interest of the State or a region."

While the ED Act operates independently of the Planning Act, the assessment manager when deciding the application may consider State interests arising under the Planning Act as appropriately reflecting a State interest under the ED Act. State interests under the Planning Act may include State Planning Policies, Planning Regulation 2017 and South East Queensland Regional Plan 2017.

The proposed development complies with the provisions of the SEQ Regional Plan and where any State Planning Policies and/or Planning Regulation provisions would apply, the development can comply with any relevant provisions or requirements.

6. GREATER FLAGSTONE DEVELOPMENT SCHEME

The Greater Flagstone PDA Development Scheme is the primary statutory planning instrument relevant to the development on site.

Section 86 of the ED Act states that the MEDQ “cannot grant the PDA development approval applied for if the relevant development would be inconsistent with the land use plan for the relevant priority development area”.

Section 3.2.3 of the Development Scheme clarifies when development is considered to be consistent with the Land Use Plan as follows:

“UDA assessable development is consistent with the land use plan if:

- i. the development complies with all relevant UDA-wide criteria and the relevant zone intents, or*
- ii. the development does not comply with one or more of the UDA-wide criteria or zone intents but:*
 - a. the development does not conflict with the UDA vision, and*
 - b. there are sufficient grounds to justify the approval of the development despite the noncompliance with the UDA-wide criteria or zone intents.”*

The following sections outline how the proposal complies with the relevant UDA-wide criteria set out in the Development Scheme. Where any inconsistency between the proposal and UDA-wide criteria exists, the proposal will fully achieve the outcomes stipulated by the UDA vision or endorsed Context Plan for the site dated 3 September 2021:

Table 5 – Assessment against the Development Scheme Vision Statement

	Key Themes	Response
1.	A community framed by green landscapes	- The development will retain ecological values to the west via the nominated 50 metre ecological buffer demonstrated on the proposal plan. This approval seeks to establish high level parameters for development over the site. This aligns with the buffers approved for development to the north, to create a cohesive biodiversity network. - Future Material Change of Use applications for individual developments on each of the lots will enable refined landscaping plans to be approved ensure all four (4) sites contribute to the green landscaped vision of the locality.
2.	A liveable community	- The development site is contained within the Industry and business zone which is appropriate taking into consideration the surrounding nature of the North Maclean locality. - The development is in close proximity to other industrial and business uses such as the former Costa Mushroom Exchange Farm, Olley’s Shopping Centre and other industrial and business uses (i.e. Service

	Key Themes	Response
		Station, Motor Mechanical Workshop, Pool Shop and General Produce Supplier) to the East and South. ▪ The development will not unduly impact on residential uses where located within the industry and business zone, being appropriately separated from residential neighbourhoods. ▪ The development will enhance liveable communities where contributing to a wide range of employment opportunities in close proximity to transport networks.
3.	A prosperous community	▪ Further to the obvious community benefits, the development provides additional localised employment opportunities for local residents. ▪ The development is conveniently located to allow for ease of access to the site via private and public transport modes with key transport nodes including the Mount Lindsey Highway and Greenbank Road. The development's suitability with respect to the surrounding road network is further addressed in the attached Civil Engineering Report, prepared by Burchills (Appendix F). ▪ The surrounding area has been mostly vacant since the PDA's commencement in 2011, this development will ignite the area in conjunction with recent adjoining development approvals to continue the sequencing of key infrastructure (i.e. trunk sewer, water and roads) in sequence to the northern approvals. The development will contribute to the commencement of the North Maclean industrial hub therefore, kick starting the vision of providing 60% self-containment of all jobs and services required by the local community.
4.	An inclusive community	▪ 'Inclusive community' is not considered applicable to the proposed development where focusing on fostering employment opportunities in line with the other key visions sought. ▪ The development does not intrude into residential areas and will allow for the broader establishment of inclusive communities in areas earmarked for residential development.
5.	A connected community	▪ The proposed development fronts Mount Lindesay Highway, which acts as the key north-south route through the region. As a result, the development is highly accessible to the surrounding catchment.

6.1. NORTH MACLEAN CONTEXT PLAN

In accordance with the Development Scheme, a Context Plan was established for the North Maclean locality and endorsed on 10 September 2021. This provides a broad structure plan for the area, with indicative locations for certain infrastructure to facilitate orderly and sequenced development across the PDA. The proposal has been prepared in accordance with the endorsed Context Plan to ensure the development integrates with the overall vision for the North Maclean area, refer to **Table 6**.

Table 6 – Assessment against the North Maclean Context Plan

Feature	Assessment
Trunk infrastructure – Sewerage	Proposed sewer reticulation: It is acknowledged that the proposed sewer gravity main seeks an alternative alignment to that indicated by the context plan, however is approved under the Preliminary Approval (DEV2024/1558) as discussed in Section 3.1. It is proposed to establish the sewer gravity main along Scott Lane and Mount Lindesay Highway service road for ease of maintenance access (in existing road reserve) and to reduce potential impacts from mapped ecological values, watercourses and coordinating multiple landowners (reducing the need for EDQ to exercise acquisition powers). The surrounding locality has remained mostly vacant for some time and the realignment of sewerage to the east along Mount Lindesay Highway will allow the delivery of trunk sewer sooner without the number of constraints provided by the Context Plan alignment. The NM2 Sewer Pump Station will be located on a portion of Lot 2 on SP267252. It is expected that this land will be secured for this purpose either as part of the current Development Application on this site (Lot 2) or via EDQ's acquisition powers.
Trunk infrastructure – Water	Proposed water main: The Context Plan does not indicate proposed water main for the southern portion of North Maclean locality. The development will be required to extend reticulated water from the 300mm Water main to the north, which is consistent with the Preliminary Approval (DEV2024/1558) as discussed in Section 3.1.
Road network – internal (*indicative new road by others)	The context plan notes 'indicative new road by others' which is not trunk infrastructure. The north-south road traverses through the western portion of the site and conflicts with recent surrounding approvals. The proposal will include an internal road running east-west linking up to the future service road.
Biodiversity corridor	The proposal plan includes a 50 metre buffer along the eastern boundary of Lot 7 and 8 to ensure protection of the broader habitat connectivity and biodiversity values contained in adjoining Lot 9 on RP137101. This is consistent with the Preliminary Approval (DEV2024/1558) as discussed in Section 3.1, which imposes a 50m ecological buffer over Lot 6.
Mount Lindesay Highway road widening	The proposal plan maintains road widening along the eastern boundaries in order to accommodate Mount Lindesay Highway and the proposed service road upgrade works. The layout has accommodated the estimated 'not to prejudice' area as provided by Department of Transport and Main Roads (DMTR) for surrounding applications.

6.2. EDQ GUIDELINES

The provisions of the Development Scheme provide the principal planning framework applicable to the application area. Further to the provisions of the Development Scheme, development within the Greater Flagstone PDA is to be informed by EDQ's Guidelines and Practice Notes.

Table 7 below identifies the key Guidelines and Practice Notes which hold relevance to the proposal.

Table 7 – EDQ Guidelines and Practice Notes

Guideline/Practice Note	Comment
PDA Guideline No. 6 – Street and movement network	The subject site seeks to establish an internal access road constructed to an industrial access standard. It is acknowledged that this guideline seeks to avoid the use of cul-de-sacs however, the Endorsed North Maclean Context Plan contemplates this outcome with an internal road terminated between Lots 7 and 8 with no through connection to the service road to the east. The road is fit for purpose and will be constructed in accordance with the requirements of an industrial access road as outlined in Drawing No. C2000 (Version B) of the Proposal Plans (Appendix D).
PDA Guideline No. 10 – Industry and business areas	Some provisions have been altered to accommodate site specific constraints to ensure future development aligns with the overall North Maclean Context Plan and the development scheme vision. Where appropriate, guidance has been taken from the Logan Planning Scheme 2015 (Version 9) to inform suitable alternative provisions where varied from Guideline No 10.
PDA Guideline No. 15 – Protection from flood and storm tide inundation	The proposed subdivision layout is consistent with the finished levels and the drainage strategy established under the Bulk Earthworks application currently under assessment (DEV2025/1587). The Bulk Earthworks application seeks to raise the site above the 2100 1% AEP flood level and provide level building pads suitable for industrial development. Once works are completed, the development will comply with the DFE adopted by the relevant Council for the area in accordance with Guideline No 15.

Taking into consideration the aforementioned commentary in respect of the relevant EDQ Guidelines, it is concluded that the proposal:

- Is consistent with the endorsed Context Plan for the site, being the North Maclean Context Plan;
- Facilitates future development within the Industry and Business Zone of the Greater Flagstone Urban Development Area Development Scheme, by setting up functional development lots;
- Will achieve a desirable outcome that complements the North Maclean locality and aligns with EDQ's guidelines and practice notes in relation to industrial/businesses uses and infrastructure delivery; and
- Provides a permeable and connected development which complements the surrounding area and ignites the vision for the North Maclean industry and business area; helping to stimulate economic activity in the locality, as intended by EDQ for its PDAs.

7. INFRASTRUCTURE PLANS

Having regard to the Development Scheme, the development has addressed the implications of local and sub-regional infrastructure below which is intended to guide conditions imposed for development and delivered as part of the building and operational works on and surrounding the site. This also includes consideration of trunk infrastructure planned as part of the Development Charges and Offset Plan (DCOP).

It is noted that variations to the infrastructure delivery shown in the DCOP is approved under the Preliminary Approval (DEV2024/1558) as discussed in Section 3.1. This is noted where relevant in the sections below.

It is proposed that the following infrastructure will be delivered as part of development occurring within the site, which will be constructed prior to plan sealing. The site is constrained by a lack of key infrastructure in the surrounding locality whereby the site is reliant on the sequencing of adjoining properties. The delivery of infrastructure requires a strategic approach for the North Maclean locality to facilitate trunk infrastructure. It is expected that a legal mechanism such as an Infrastructure Agreement can resolve infrastructure delivery, in terms of timing, sequencing and offsets / refunds.

7.1. LOCAL INFRASTRUCTURE

7.1.1. Roadworks and Access

The development is not impacted by any road infrastructure required under the DCOP.

Notwithstanding, the proposed subdivision seeks to establish a centralised road to provide access to the lots. Based on the 17 lots proposed, the internal road will be constructed to an industrial access standard with a minimum 20 metre wide cross section.

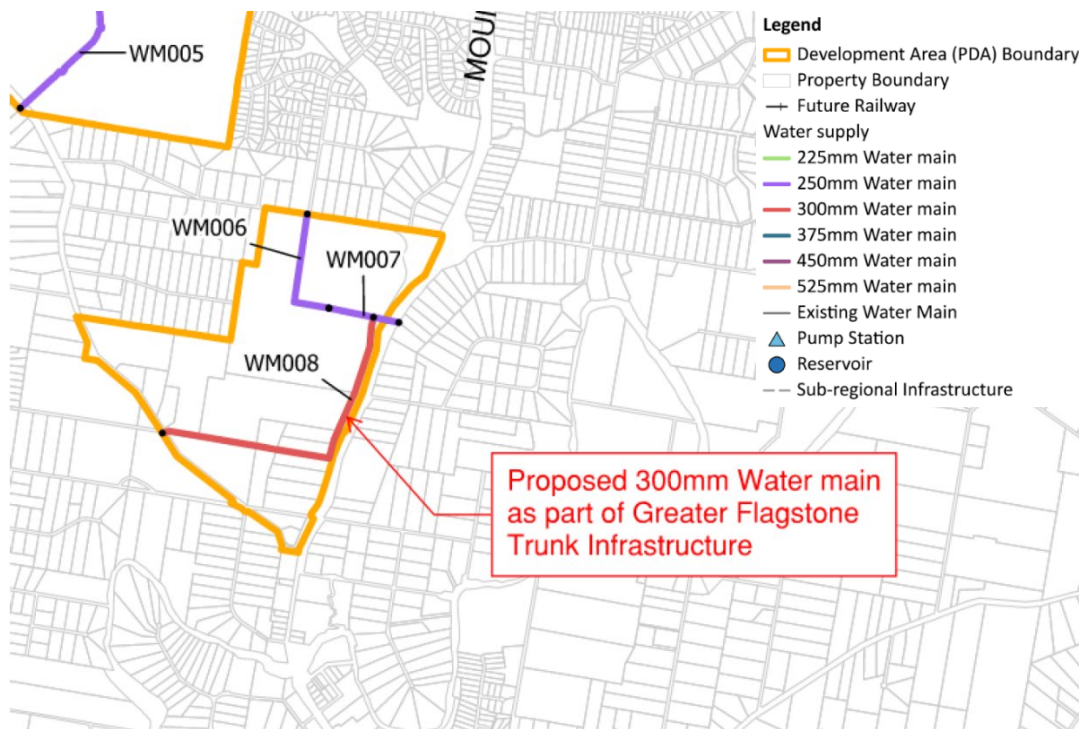
To support this development application, conceptual road layouts have been provided within the Civil Engineering Report to demonstrate compliance can be achieved with the minimum cross sections for an industrial access road. For further information, refer to the Civil Engineering Report prepared by Burchills Engineering in **Appendix F**.

7.1.2. Water Supply

The subject site is proposed to be serviced by a new 300mm trunk water main which forms part of EDQ's planned water supply for Greater Flagstone in the DCOP.

The proposed trunk water main will extend to the western boundary of Lots 4 and 5. As the adjoining land is privately owned, an extension beyond Lot 5 will be necessary to service the proposed development (either within the adjoining sites or via the service road). Each lot will receive a service connection as a registered freehold industrial lot. Internal site water distribution will be addressed in material change of use and/or building work applications.

Figure 10 – Trunk Sewer Infrastructure Map (North Maclean) (Extract from DCOP)



Source: EDQ DCOP

The alignment of the water extension in the Preliminary Approval DEV2024/1558 remains consistent with the DCOP. For further information, refer to the Civil Engineering Report prepared by Burchills Engineering in **Appendix F**.

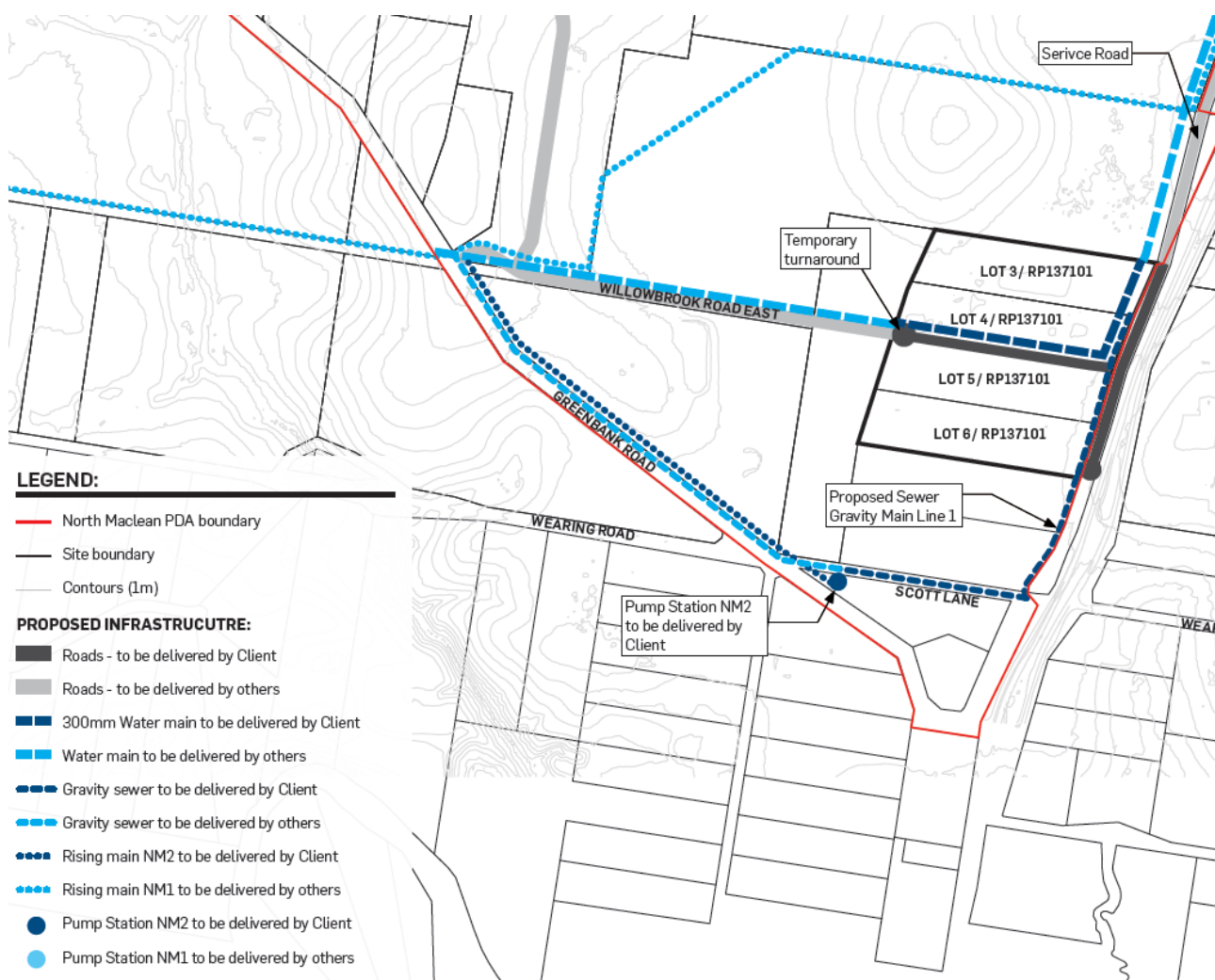
7.1.3. Sewer Reticulation

NM2 Sewer Pump Station is nominated as trunk infrastructure under the Greater Flagstone DCOP and is proposed to be located at 916-980 Greenbank Road, North Maclean (i.e. Lot 2 on SP267252) (refer to **Figure 11**).

Recent correspondence with EDQ indicates that the corner portion of Lot 2 will be dedicated for the purposes of facilitating NM2, likely through conditions imposed on the existing development application under assessment over the relevant lot. This will facilitate the broader sewer reticulation network, for the development to ultimately connect into.

Once sewer reticulation is available to the site, the Applicant will extend this sewerage infrastructure along the proposed industrial access road's verges to ensure each freehold lot is appropriately serviced.

Figure 11 – Trunk Sewer Infrastructure Map (North Maclean) (Extract from Preliminary Approval – DEV2024/1558)



Source: EDQ DCOP

For further information, refer to the Civil Engineering Report prepared by Burchills Engineering in **Appendix F**.

7.2. FLOODING & STORMWATER

Flooding and overland flow for the subject site is currently under assessment via a Bulk Earthworks application (DEV2025/1587).

No further flood assessment is required as the current proposal does not alter flood behaviour or surface hydrology established under the prior application. The proposal will maintain the legal point of discharge achieved through the implementation of swales along the north, south and western site boundaries and tree bio gardens within the future internal road verge.

A Conceptual Stormwater Management Plan (CSMP) has been prepared separately and should be referred to for further detail regarding stormwater quantity and quality treatment measures (refer to **Appendix G**).

7.3. EARTHWORKS

The proposed subdivision layout is consistent with the finished levels and the drainage strategy established under the Bulk Earthworks application currently under assessment (DEV2025/1587). The Bulk Earthworks application seeks to raise the site above the 2100 1% AEP flood level and provide level building pads suitable for industrial development.

The earthworks will include 44,198m³ of imported structural fill across the site to achieve appropriate flood immunity. All erosion and sediment control measures, including sediment fences and inlet traps shall be maintained until completion of surface finishes including landscaping and turfing.

For further information, refer to the Civil Engineering Report prepared by Burchills Engineering in **Appendix F**.

7.4. ELECTRICAL & TELECOMMUNICATIONS

The site has access to existing Energex overhead power supply services and telecommunications pits and cable markers along Mount Lindsay Highway service road.

It is expected that sufficient capacity can be accessed from this existing infrastructure. A specialist electrical consultant will be engaged during detailed design to confirm demand, coordinate internal reticulation, and liaise with Energex and telecommunications providers.

For further information, refer to the Civil Engineering Report prepared by Burchills Engineering in **Appendix F**.

7.5. SUB REGIONAL INFRASTRUCTURE

7.5.1. Mount Lindesay Highway

In terms of sub-regional infrastructure, the dedication and construction of service road infrastructure within the Mount Lindesay Highway reserve corridor is expected to be required to facilitate the 24m future Industrial Collector. The exact design is subject to consultation with and agreement by Department of Transport and Main Roads (DTMR), which will occur as part of the assessment process.

The proposed subdivision has been designed to not compromise these potential future upgrade works. Consultation with DTMR will occur as part of the assessment of this development application which will identify any works that development will need to consider.

The proposed subdivision has been designed to account for the future road resumption required along the eastern portion of Lot 7 and 8 to ensure sufficient land is available to accommodate industrial uses.

Further, it is understood that Mount Lindesay Highway is being upgraded to improve safety and efficiency as part of DTMR's Mount Lindesay Highway – 10 Year Forward Plan (2018-2028). In relation to the North Maclean locality, currently planning is underway to increase capacity and improve travel time, safety, reliability and flood immunity along the Mount Lindesay Highway between Greenbank Road and Stockleigh Road. Planning is scheduled between 2023-2026.

8. CONCLUSION



This report was commissioned by the Applicant in support of a development application under the ED Act which seeks approval for the following aspects of development:

- PDA Development Permit for a Reconfiguring a Lot for Subdivision (2 into 17 lots).

The following reasons for the approval are highlighted in support of the proposed development:

- The development is consistent with the purpose of the Economic Development Act 2012;
- The development aligns with the Greater Flagstone Priority Development Area (PDA) Development Scheme, ensuring it supports the long-term vision and strategic planning objectives for the area.
- The development is consistent with the endorsed North Maclean Context Plan; and
- The development aligns with the approved and emerging development context to facilitate infrastructure connectivity and consistency.

This assessment demonstrates that the proposal complies with, or can be conditioned to comply with, the relevant assessment benchmarks and should therefore be approved.

In view of the above points, EDQ's approval of this application is sought subject to reasonable and relevant conditions.

DISCLAIMER

This report is dated 31 July 2025 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Roubaix Properties Pty Ltd (**Instructing Party**) for the purpose of Town Planning Assessment Report (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

DEVELOPMENT APPLICATION FORM

APPENDIX B

TITLE SEARCH

APPENDIX C

OWNERS CONSENT

APPENDIX D

PROPOSAL PLANS

APPENDIX E

NORTH MACLEAN PLANNING CONTEXT

APPENDIX F

CIVIL ENGINEERING REPORT

APPENDIX G

CONCEPTUAL STORMWATER MANAGEMENT PLAN

