



ALTITUDE

TOWN PLANNING

PLANNING ASSESSMENT REPORT

806-818 GREENBANK ROAD, NORTH MACLEAN QLD
4124

RECONFIGURING OF A LOT IN PDA (1 INTO 9 LOTS PLUS NEW
ROAD PLUS STORMWATER BASIN)

1 March 2026

Table of Contents

1. INTRODUCTION	3
2. DEVELOPMENT STATISTICS	4
3. SITE AND ENVIRONMENT	5
3.1 Site Location and Setting.....	5
4. PROPOSED DEVELOPMENT	6
4.1 Description of Proposal	6
4.2 Key Proposed Development Aspects.....	6
4.3 Specialist and Technical Reporting	6
5. PLANNING CONSIDERATIONS	7
5.1 Economic Development Act 2012	7
5.1.1 Assessment Manager.....	8
5.1.2 Notification	8
5.2 Greater Flagstone Urban Development Area Development Scheme	8
5.2.1 Zone	8
5.3 Level of Assessment	8
5.4 State Interests.....	8
6.0 ASSESSMENT AGAINST GREATER FLAGSTONE DEVELOPMENT SCHEME	10
6.1 UDIA-wide Criteria Assessment	10
6.2 Zoning Provisions Assessment.....	14
6.0 KEY MATTERS	16
6.1 Structure Planning and Development Interconnectivity.....	16
6.2 Environmental and Bushfire Overlay Constraints.....	16
6.3 Approved Road Network Capacity.....	16
7.0 CONCLUSION	17



1. INTRODUCTION

This Planning Report has been prepared on behalf of Northrock Marulan Pty Ltd (the applicant) in support of a development application for a reconfiguring of a lot (1 into 9 Lots & a new road) at 806-818 Greenbank Road, North Maclean, formally described as Lot 3 on RP900179.

The proposed development involves a subdivision of the site to create nine (9) allotments ranging from 2,021m² to 3,563m² plus new road and regional stormwater basin. The proposed reconfiguring of a lot is deemed consistent with the surrounding approved developments that are within the Greater Flagstone Priority Development Area and has been designed to 'slot in' to the recently approved industrial subdivision application to the north at 820 Greenbank Road (EDQ Ref. No. DEV2025/1661).

This Planning Report details, and provides an assessment of, the proposed development against the applicable regulatory instruments including the Planning Act 2016, the Planning Regulation 2017 and the Greater Flagstone Priority Development Area (PDA) Development Scheme.

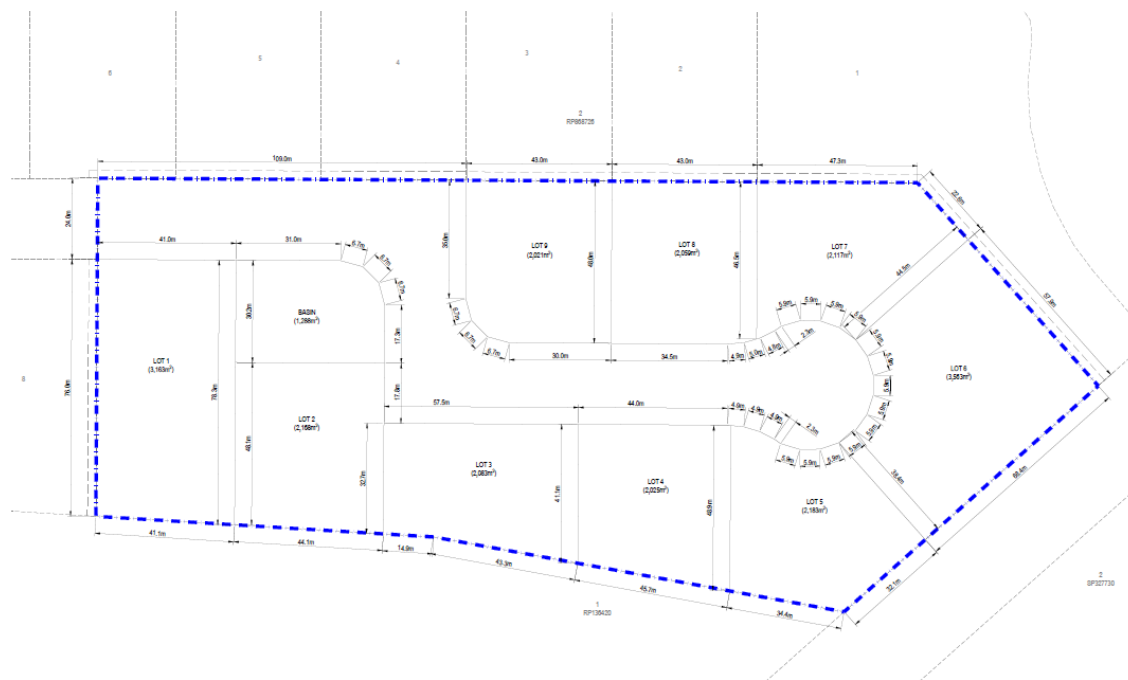


Figure 1 – Proposed Plan of Development (Source: Appendix A)



2. DEVELOPMENT STATISTICS

A summary of the development is provided below:

Table 1: Development Statistics

ASPECT	RESPONSE
ADDRESS:	806-818 Greenbank Road, Greenbank QLD 4126
LOT/PLAN (TOTAL)	Lot 3 on RP900179
SITE AREA (TOTAL):	29,760m ²
LAND OWNER:	Northrock Marulan Pty Ltd
APPLICANT:	Northrock Marulan Pty Ltd C/- Altitude Town Planning Level 1, 24 Bay Street SOUTHPORT QLD 4215
ZONE:	Industry and Business
LEVEL OF ASSESSMENT:	Permissible Development
DA APPLICATION:	PDA Development Permits for: Reconfiguration of a Lot (1 into 9 lots plus new road plus stormwater basin)
PLANNING SCHEME	Greater Flagstone Priority Development Area Development Scheme (Amendment No.1 February 2025)
REFERRAL AGENCY:	Not Applicable
ADVCE AGENCY:	Not Applicable



3. SITE AND ENVIRONMENT

3.1 Site Location and Setting

The subject site is situated within the rapidly growing locality of Greenbank, approximately 32km south-west of the Brisbane CBD and 17km west of Logan Central. Although the broader Greenbank area is predominantly characterised by rural and rural-residential development, the site itself is positioned within the Industry and Business Zone of the Greater Flagstone Priority Development Area (PDA), an area earmarked for significant urban expansion and employment-generating land uses.

The site comprises an irregular allotment with a total area of approximately 2.97ha and benefits from direct frontage to Greenbank Road (approx. 100m frontage width), a key arterial route providing connection to the Mount Lindesay Highway and the wider regional transport network.

Currently, the land use involves rural residential with associated rural activities. The site is clear from any encumbrances or easements.

The locational setting of the subject site is indicated in Figure 2 below:



Figure 2 – Subject site locational setting (Source: QLDGlobe)

Adjacent to the subject site at each boundary are the following uses:

- **North:** 28 lots industrial subdivision recently approved by EDQ (DEV2025/1661);
- **East:** 28 lots industrial subdivision recently approved by EDQ (DEV2025/1661);
- **West:** rural residential with associated rural activities; and
- **South:** across the Greenbank Road, rural residential with associated rural activities.



4. PROPOSED DEVELOPMENT

The proposed development involves subdivision of the land on the subject site.

4.1 Description of Proposal

The proposed development seeks to subdivide the site to establish nine (9) industrial lots along with the creation of a new road and regional stormwater basin. The lots are intended to facilitate a range of industrial and business activities consistent with the intent of the zone through the provision of varied lot sizes and lot arrangements (frontage, width etc).

All proposed lots will achieve direct frontage to the new internal road, which is designed to connect seamlessly with the recently approved development to the north, with no temporary access being sought to Greenbank Road associated with this application. This coordinated road extension will support an integrated industrial precinct layout, improve internal circulation and ensure orderly and efficient development across the broader locality with no impact on the traffic flow of Greenbank Road as noted as being a key structure planning element of this locale.

In support of the described development, this development application seeks approval for the following:

- PDA Development Permit for Reconfiguration of a Lot (1 into 9 Lots plus new road plus stormwater basin)

The following sections of this Report detail each aspect of the proposal.

4.2 Key Proposed Development Aspects

In relation to key aspects of the proposed development, these are summarised as follows below:

Table 2: Development Aspects

LOT	AREA (m ²)	FRONTAGE WIDTH (m)
1	3,163m ²	41m
2	2,168 m ²	17.8m
3	2,083 m ²	57.5m
4	2,025 m ²	44m
5	2,183 m ²	34.7m
6	3,563 m ²	35.4m
7	2,117 m ²	24.8m
8	2,059 m ²	44.4m
9	2,021 m ²	85.1m
STORMWATER BASIN	1,288 m ²	N/A

4.3 Specialist and Technical Reporting

The following technical plans and reports have been submitted in support of this proposed development application:

Table 3: Specialist Reports

ITEM	CONSULTANT
PROPOSAL SUBDIVISION PLAN (APPENDIX A)	Burchills Engineering Solutions
CIVIL ENGINEERING REPORT (APPENDIX B)	Burchills Engineering Solutions
CONCEPTUAL STORMWATER MANAGEMENT PLAN (APPENDIX C)	Burchills Engineering Solutions
LANDSCAPE STATEMENT OF INTENT (APPENDIX D)	Salt and Sketch
CODES ASSESSMENT (APPENDIX F)	Altitude Town Planning



5. PLANNING CONSIDERATIONS

The following section outlines the relevant assessment benchmarks in relation to the proposed development on the subject site.

5.1 Economic Development Act 2012

Development within the Greater Flagstone Priority Development Area is assessed under the *Economic Development Act 2012* (ED Act), which is the governing statutory framework for the PDAs. The ED Act provides an independent assessment process and operates separately from the *Planning Act 2016*.

Section 87 of the ED Act sets out the provisions for the assessment manager in deciding the application.

(1) *In deciding the application, MEDQ must consider—*

- (a) the main purpose of this Act; and*
- (b) any relevant State interest; and*
- (c) any submissions made to it about the application, during the submission period; and*
- (d) the following instruments—*
 - i. for an application for development in, or PDA-associated development for, a provisional priority development area—*
 - A. if a provisional land use plan is in effect for the area when the application is decided—the provisional land use plan; or*
 - B. otherwise—the draft provisional land use plan for the area;*
 - ii. for an application for development in, or PDA-associated development for, another priority development area—*
 - A. if a development scheme is in effect for the area when the application is decided—the development scheme; or*
 - B. if a development scheme is not in effect for the area when the application is decided, but there is a proposed development scheme for the area—the interim land use plan for the area and the proposed development scheme; or*
 - C. if a development scheme is not in effect for the area when the application is decided and there is no proposed development scheme for the area—the interim land use plan for the area; and*
- (e) any PDA preliminary approval in force for the relevant land; and*
- (f) any preliminary approval under the Planning Act in force for the relevant land; and*
- (g) if the application is for development in a place renewal area—*
 - i. a place renewal framework in effect for the area under part 4A when the application is decided; and*
 - ii. any advice sought by MEDQ in relation to the place renewal framework or the application.*

(2) *Also, in deciding an application for development in, or PDA-associated development for, a priority development area other than a provisional priority development area, if—*

- (a) there is—*
 - i. a development scheme or interim land use plan for the area; and*
 - ii. a proposed development scheme for the area; and*
- (b) the proposed development scheme was prepared after the development scheme or interim land use plan took effect;*



The Greater Flagstone Urban Development Area Development Scheme (Amendment No. 1) is the primary planning instrument for determining the applicable planning and development requirements for the site.

5.1.1 Assessment Manager

The assessment manager for this application will be the Department of State Development, Infrastructure and Planning (DSDIP), acting on behalf of the Minister for Economic Development Queensland (EDQ).

5.1.2 Notification

Under section 84 of the ED Act, public notification may be required if the assessment manager issues a notice within 20 business days of receiving the application advising that notification is necessary.

Section 3.2.10 of the Greater Flagstone Urban Development Area (UDA) Development Scheme outlines the circumstances where notification is required. It applies where an application does not comply with the zone intents, includes a context plan required under section 3.2.8, or involves development that, in the opinion of the ULDA, may cause adverse impact on the amenity or development potential of adjoining land under separate ownership. Notification may also be required if the development is of a type, size, or nature that the ULDA considers warrants public notification.

EDQ will confirm the public notification requirements following lodgement of the application, however it is not expected it will be a requirement related to this envisaged and compliant modest industrial land subdivision application.

5.2 Greater Flagstone Urban Development Area Development Scheme

The Greater Flagstone Urban Development Area Development Scheme was established by regulation under the former Urban Land Development Authority Act 2007 (ULDA Act) on 1 February 2013. The Greater Flagstone UDA is located within the South East Queensland's south-west growth corridor, one of the largest emerging employment and residential growth areas in Australia.

Development within this UDA is guided by the Greater Flagstone Urban Development Area Development Scheme (Development Scheme). The scheme commenced on 8 October 2011 and was amended on 28 February 2025. Section 387 of the ED Act identifies the Development Scheme as the primary planning instrument for determining the applicable development requirements for the area

5.2.1 Zone

Zone Map (Map 8) of the Greater Flagstone Urban Development Area Development Scheme identifies the site as being located within the Industry and Business Zone. This zone supports a variety of industrial and business activities and may accommodate interim land uses that do not compromise the long-term intent of the area.

5.3 Level of Assessment

According to the level of assessment table (Table 2) of the Greater Flagstone Urban Development Area Development Scheme, reconfiguring a lot, where not listed in Schedule 1 and located within the Industry and Business Zone, is classified as Permissible Development. Permissible Development is subject to assessment against the requirements of the Development Scheme and requires lodgement of a development application with DSDIP (Economic Development Queensland) for assessment and approval.

5.4 State Interests

Section 87 of the ED Act requires that any relevant State interest be considered when deciding a development application. To assist in identifying State interests for PDA assessment, the State Planning Policy (SPP) and the State Development Assessment Provisions (SDAP) provide guidance on determining whether a State interest is applicable.

The ED Act defines a State interest as relating to the main purpose of the Act and, in the opinion of MEDQ, involving an economic, community or environmental interest of the State or a region.

Although the ED Act operates independently of the Planning Act 2016, the assessment manager may consider State interests reflected in the Planning Act where they appropriately align with the ED Act. These may include State



Planning Policies, the Planning Regulation 2017 and the South East Queensland Regional Plan 2023 (SEQ Regional Plan).

The key State interests relevant to the site is identified in Figure 3 and summary is provided below.



Figure 3 - SARA DA Mapping – (Source: DAMS mapping))

SEQ Regional Plan

- The site is located within the Urban Footprint and the proposed development.

SEQ Major Enterprise and Industrial Area (MEIA)

- The intent of MEIA is to protect and provide well-located industrial land to support regional scale economic and industrial activities for long-term employment growth. The purpose of the proposed development, which is to create industrial lots is deemed consistent with the intent of MEIA.

Koala Habitat – Core Koala Habitat Area

- A minor portion of the site is identified within the core koala habitat area. The extent of the area covered by this State interest is negligible to warrant a detailed ecological assessment. Further, it is anticipated that the development on the adjoining land to the north and east is expected to resolve key issues regarding core Koala habitat area as part of their application assessment.



6.0 ASSESSMENT AGAINST GREATER FLAGSTONE DEVELOPMENT SCHEME

6.1 UDIA-wide Criteria Assessment

The following table outlines assessment of the proposed development against Section 3 of the Development Scheme, which establishes development UDA-wide for the entire priority development area.

Table 4: Assessment against Greater Flagstone Development UDA-wide criteria

CRITERIA	RESPONSE
3.1.1 Neighbourhoods	
Not Applicable	
3.2.2 Centres	
Not Applicable	
3.3.3 Housing Diversity & Affordability	
Not Applicable	
3.3.4 Employment Opportunities	
Development delivers: - a wide range of accessible employment opportunities - employment and training opportunities which complement those in nearby major industry employment areas such as Bromelton and Park Ridge - employment activities in designated centres and industry and business areas - activities including industry, research and technology facilities and warehouses - development of a scale and intensity which is compatible with existing and proposed development in the vicinity - an appropriate transitioning of land uses at the interface with residential neighbourhoods - a buffer for sensitive receiving environments adjacent to the employment areas of North Maclean. Buffers are enhanced through: - the provision of a greenspace strip with an minimum width of 25 metres - the location of local and collector roads adjacent to the low impact industrial uses - 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 - limited access for industrial vehicles in streets adjacent to North Maclean	Compliant - The application is for a reconfiguration of a lot, creating new industrial parcels with a range of lot areas and dimensions. While no built form is proposed, the proposed lot sizes and configurations are suitable for future industrial development that will support a diverse range of employment opportunities - The land is situated within the North Maclean Industry and Business Zone. Subsequent development on the new lots will be suitably placed to deliver jobs and training opportunities that align with, and add value to the broader area. - Future developments over the proposed allotments will facilitate industry-related activities, including manufacturing, logistics and warehouse functions. - The proposal does not join any residential neighbourhoods. - As the site is not in proximity of or adjoin any sensitive receiving environments, buffer is not deemed required.



▪ direct access to the arterial road network where possible to enhance the efficient movement of goods. The ULDA's applicable guideline provides additional information on how to achieve these criteria.	
3.3.5 Movement Network	
Development contributes to: ▪ 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 ▪ a major road network that provides effective links between centres and the neighbourhoods they serve, and to the external road network, 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 ▪ 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 ▪ 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. Elements of the movement network should be delivered generally in accordance with Map 3 Centres and Transport Network. The applicable ULDA guideline provides additional information to assist in achieving these criteria. The map is indicative only. Details	Compliant The proposed development establishes a suitably connected and functional transport network that aligns with the surrounding infrastructure. The site will gain access via a new road that connects to the adjoining development to the north and east. No direct connection to the Greenbank Road is required. It is understood that the new Greenbank Road intersection proposed has sufficient capacity to accommodate traffic flows from this development given the EDQ requirements from a structure planning level that minimal new access connections to Greenback Road were provided.



of development, including greenspace, will be resolved through development applications and context planning.	
3.3.6 Community Greenspace Network	
Not Applicable	
3.3.7 Community Facilities	
Not Applicable	
3.3.8 Natural & Cultural Values	
Greater Flagstone UDA adjoins the Flinders Peak/Karawatha Bioregional Wildlife and Landscape Corridor. Significant regional environmental features within the UDA include: ▪ Round Mountain ▪ Elevated land at Riverbend ▪ Logan River ▪ Flagstone Creek ▪ Sandy Creek ▪ Abade Creek ▪ Oxley, Norris and Chambers Creeks, their tributaries and wetlands. Development responds to the constraints of the land and delivers: ▪ protection of significant environmental and ecological values ▪ protection of Remnant Endangered vegetation where proven by ground truthing to be viable ▪ minimal emissions to land, water and atmosphere ▪ protection of culturally significant places and items ▪ efficient use of land and resources.	Compliant Under the Council mapping, the site is identified within the Biodiversity areas overlay and locally significant vegetation types subcategory, likely due to dense vegetation that exists on the adjoining site (Lot 2 RP868726). Notwithstanding, the subject site is mostly cleared with limited vegetation on site with no environmental features.
3.3.9 Community Safety & Development Constraints	
Development is sited, designed and constructed to avoid, minimise or withstand the incidence of a development constraint. Development ensures that people and property are safe from potential hazards including landslip, bushfire, flooding and predicted impacts of climate change. Development does not compromise the integrity or operation of high voltage transmission lines/corridors.	Compliant It is noted that the site is affected by a bushfire overlay under the Council mapping. Notwithstanding, the proposed development has considered the recent approvals to the north and west of the site which facilitates the clearing of any such fuel vegetation along the sites common boundaries which in turn is considered to remove any perceivable bushfire risk on the subject site from the currently mapped vegetation.



Residences and other sensitive uses are protected from the impacts of noise and dust from regional transport corridors.

To ensure protection from flooding and appropriate flood management:

- 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 net worsening' of flood conditions at the site's boundaries.

To ensure protection from bushfire hazard, development is designed to mitigate bushfire risk. As development occurs, bushfire risk may diminish.

Map 7 - Development Constraints shows the key community safety and development constraints affecting the UDA.

3.3.10 Service Infrastructure

The UDA delivers efficient and effective use of infrastructure and services.

Development ensures infrastructure and services are:

- 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.

Infrastructure is designed to achieve the principles and standards set out in the applicable ULDA guideline.

Compliant

The proposed development will provide infrastructure and services in a well-planned and efficient way to facilitate future activities. The development will be connected to all relevant water, sewerage and telecommunication networks, along with the construction of a new internal road. Please refer to the attached Appendix B – Civil Engineering Report.

3.3.11 General Requirements

Site area and landscaping:

Compliant

As the proposed development is for a reconfiguring a lot, there are no built forms proposed.



▪ 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 ▪ incorporate endemic plant species including koala habitat trees. Sub-tropical design measures: Development provides built forms that respond to the sub-tropical environment, including eaves, roof overhangs and sun shading devices. Parking and end of trip facilities: Parking is provided in accordance with the rates and standards set out in the planning scheme¹⁰. The ULDA will consider proposals for a reduced number of car parking spaces where it can be justified due to factors including: ▪ 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.	Notwithstanding, the proposed allotments will range in sizes with sufficient dimensions to accommodate future industrial activities and buildings. The proposed development provides street trees and other landscaping elements. Please refer to the attached Appendix D – Landscape Statement of Intent.
---	--

6.2 Zoning Provisions Assessment

Table 5 below provides response to the zoning provisions for Industry & Business Zone.

Table 5: Zoning Provisions of Industry & Business Zone

3.4.2 DEVELOPMENT INTENT – INDUSTRY AND BUSINESS ZONE	
CRITERIA	RESPONSE
The industry and business zone accommodates 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 and medium impact industry, research and technological industries, knowledge creation, entrepreneurial activity and service industry activities. A limited range of other uses may also be acceptable in the industry and business zone where it can be demonstrated that the use: ▪ supports or otherwise has a clear nexus with the primary uses within the zone	Compliant The proposed development is for a reconfiguration of a lot where there are no built forms or land uses proposed. The intent of the proposed development is to create allotments for future industrial activities, which is determined to be consistent with the intent of the zone.



- provides a service to the workforce within the zone
- will not prejudice the establishment or operation of the primary uses within the zone.

Non-industrial uses, such as commercial and trade retail activities, business and a range of other supporting, complementary uses may locate in the zone where such uses do not compromise the intended industrial/business character of the local area.

Uses that promote knowledge creation and entrepreneurial activity in industry, science and technology and research and development are encouraged. The location, design, operation and management of uses and works contribute to the amenity, built form, landscaping and streetscape which enhances the industrial character of the area. Development has linkages to existing and proposed transport infrastructure, public transport services, bicycle and pedestrian networks and community facilities and maximises the sustainable and efficient use of essential services, including water, sewer, energy, and telecommunications infrastructure.

The zone may accommodate unanticipated interim land uses that do not compromise the long term use of the land for its intended purpose. The applicable ULDA guideline provides more information on achieving these requirements.



6.0 KEY MATTERS

The following section outlines any additional key matters worthy of discussion separate to those that are directly contained within the assessment benchmarks assessment.

6.1 Structure Planning and Development Interconnectivity

This proposed development and lot configuration has been specifically designed to 'bolt onto' the approved development to the north and south at 820 Greenbank Road, North Maclean in terms of road connection and services. Of most importance is the intention to interconnect the roads between both applications to ensure that a functional industrial minor road network is provided with limited additional crossovers onto Greenbank Road.

There is no interim or temporary access connection proposed to Greenbank Road associated with this application and as a result it is noted that these proposed lots will not be able to be 'titled and created' until such time that the adjoining development at 820 Greenbank Road is developed and 'off maintenance' in terms of all the required civil engineering connections to this site.

6.2 Environmental and Bushfire Overlay Constraints

As the recently approved industrial development at 820 Greenbank Road results in fully cleared and benched flat allotments adjoining the boundary of this subject site, any perceived development 'considerations' in relation to environmental or bushfire risk are considered to have been essentially removed as a direct consequence of this adjoining approval. As EDQ would be aware, this subject site is predominantly cleared with any vegetation of note being located on this adjoining property.

6.3 Approved Road Network Capacity

Given the requirement for the recent approved development at 820 Greenbank Road to provide a functional road connection to the subject site to facilitate reduced new intersections onto Greenbank Road, it is understood the new intersection as approved by EDQ will be required to accommodate for traffic flows from both this subject site and the nearby site at Lot 3 on RP209351.

Given this assumed capacity allowance, in lieu of providing a full Traffic Impact Assessment with this application, technical details in the form of B-double swept paths to demonstrate the proposed suitability of the new road network proposed as part of this application have been provided. This level of technical detail is considered suitable in this particular instance given the recent and nature of nearby approvals.



7.0 CONCLUSION

This development application is for a PDA Development Permit for a Reconfiguration of a Lot (1 into 9 lots plus new road plus stormwater basin) over the site at 806-818 Greenbank Road, North Maclean, formally identified as Lot 3 on RP900179.

This Report and supporting documents provide a comprehensive assessment of the proposed development in accordance with the requirements and framework of the *Economic Development Act 2012*. The assessment demonstrates that the development application should be approved. The reasons for approval are, in summary:

The proposal is a good planning outcome that:

- Provides allotments with mixed lot sizes and dimensions to accommodate various future industrial activities and land uses.
- Will facilitate a number of industrial activities that generates further economic growth and employment.
- Will have no negative impact on nearby sensitive uses.

The proposal substantially, or completely, complies with the relevant assessment benchmarks. This includes:

- State Development Assessment Provisions.
- ShapingSEQ
- State Planning Policy
- Greater Flagstone Urban Development Area Development Scheme

In this regard, it is requested that upon assessment of this application in totality and on its own merits that EDQ will issue a development approval for the development application.

