

Planning Report

Enterprise Drive, North Maclean QLD 4280 (Lot 1 on SP352820)

For: CH HYDRANGEA PTY LTD

Date: May 2026



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Version History

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Summary

Site and Planning Framework

Table A below provides a summary of the key site details and relevant planning framework information.

Table A – Site and Planning Framework Details

Site Details	
Address	Enterprise Drive, North MacLean QLD 4280
Real Property Description	Lot 1 on SP352820
Area	13.77 hectares
Owner	THE TRUST COMPANY (AUSTRALIA) LIMITED
Easement/s	Lot 1 on SP352820 is currently burdened by two (2) easements which are both located within the eastern portion of the site: ▪ Easement A on SP352820 (approximately 1,638m²) which benefits Logan City Council for drainage purposes. ▪ Easement B on SP352820 (approximately 557m²) which benefits Logan City Council for sewerage purposes.
Local / Priority Development Area Planning Matters	
Local Government	Logan City Council
Priority Development Area (PDA)	Greater Flagstone PDA
Development Scheme	Greater Flagstone Urban Development Area Development Scheme (Development Scheme)
Development Constraints	Map 7 of the Development Scheme does not identify any development constraints that relate to the site.
Zone	Industry and business
North MacLean Context Plan	▪ Industry and warehouse precinct ▪ Business, research and technology precinct
State Planning Matters	
State Planning Policy	▪ Agriculture ○ Agricultural land classification – class A and B ○ Important agricultural areas ▪ Development and Construction ○ Priority Development Area ▪ Biodiversity ○ MSES - Regulated vegetation (intersecting a watercourse) ○ MSES – Regulated vegetation (category B) ○ MSES – Regulated vegetation (essential habitat) ○ MSES – Wildlife habitat (koala habitat areas – core) ○ MSES - Wildlife habitat (endangered or vulnerable) ▪ Natural Hazards Risk and Resilience ○ Flood hazard area - local government flood mapping area ○ Bushfire prone area (Medium potential bushfire intensity, Potential impact buffer) ▪ Transport Infrastructure ○ State-controlled road

Development Assessment Mapping	▪ SEQ Regional Plan Triggers
	○ SEQ major enterprise and industrial area (MEIA)
	○ Urban footprint
	▪ Fish Habitat Areas
	○ Queensland waterways for waterway barrier works (Low)
	▪ Water Resources
	○ Water resource planning area boundaries
	▪ Native Vegetation Clearing
	○ Regulated vegetation management map (Category B extract)
	▪ Koala Habitat Area
	○ Core koala habitat area
	▪ State Transport Corridor
	○ State-controlled road
	○ Area within 25m of a State-controlled road.

Development Application Details

Table B below provides an overview of the PDA Development Application.

Table B – Development Application Details

Development Application Details	
Development Description	▪ Development Permit for Reconfiguring a lot – 1 into 2 lots, plus access easement. ▪ Development Permit for a Material Change of Use for a Warehouse, Low impact industry, and Medium impact industry.
Category of Assessment	Assessable Development (Permissible)
Public Notification	Not applicable
Assessment Manager	Minister for Economic Development Queensland (MEDQ)
Applicant Details	
Applicant	CH HYDRANGEA PTY LTD
Applicant Representative	Therefor Group Pty Ltd
Contact Person	Jen Taylor 0415 252 577 jtaylor@thereforgroup.com.au
Reference:	25-0189P

Supporting Material

Table C below provides an overview of the supporting material which accompanies this PDA Development Application and has been incorporated and referenced throughout this report.

Table C – Supporting Material

Document Title	Prepared By	Date
Property Searches	Therefor Group	-
Plan of Reconfiguration	Therefor Group	21 April 2026
Architectural Drawings	Watson Young	16 April 2026
Landscape Concept Report	Habit8 Pty Ltd	27 April 2026
Engineering Services Report	Northrop Pty Ltd	26 April 2026
Site Based Stormwater Management Plan	Northrop Pty Ltd	26 April 2026
Noise Impact Assessment	Vipac Engineers and Scientists Pty Ltd	24 April 2026
Transport Assessment	Rytenschild Traffic Engineering	12 May 2026
Lot 105 – Proposed Signage Plans and Code Compliance Statement	Therefor Group, Watson Young, Charter Hall Group	-

Planning Merit

The proposed development represents a regionally significant investment in the delivery of a warehouse and/or industrial facility within the Flagstone Logistics Estate. It is expected to generate substantial economic and community benefits for the PDA and the broader South East Queensland (SEQ) region. The design aligns with the Applicant's national development standards and is consistent with the intended land uses outlined in both the Development Scheme and the endorsed North Maclean Context Plan. The proposed development is suitably located to capitalise on its connectivity to SEQ's major infrastructure hubs, easily accessible from the Mount Lindesay Highway, Logan Motorway, Gateway Motorway, Port of Brisbane and Brisbane Airport.

The proposed development on Proposed Lot 105 will operate 24 hours a day, 7 days a week, is anticipated to have 68 people on site at any one time and has been designed in keeping with the broader vision for the PDA and associated Development Scheme. The proposed development:

- is consistent with the endorsed North Maclean Context Plan, situated within the Industry and warehouse and Business, research and technology precincts, outside the part of Flagstone Logistics Estate that has a maximum building height of 9.5 metres, and outside land dedicated to open space (including buffers) and drainage.
- is of a scale and intensity compatible with that intended, approved and recently constructed within the Flagstone Logistics Estate and intended on land adjoining the Estates southern boundary also included in the Industry and business zone. Notably, the Development Scheme / PDA Guideline No. 10 for this land states a maximum building height of 4 storeys, maximum site cover of 75%, minimum lot size of 1,000m²; all of which the proposed development meets.
- includes landscaping consistent with development approved within the Flagstone Logistics Estate, meeting the PDA Guideline No. 10 requirement for 5% of the site to be landscaped, and including 54% canopy cover at the front of the site. Landscaping is proposed at western and southern boundaries, within the car parking areas, at the frontage of the site, and at façades of the office components of the building.
- provides car parking significantly more than the maximum number of persons anticipated to be on site at any one time, and at a rate (0.7 spaces per 100m² gross floor area) significantly greater than approved elsewhere within the Flagstone Logistics Estate (approx. 0.44 spaces per 100m² of gross floor area).
- is located within a part of the Flagstone Logistics Estate that is setback from the estate's boundary to Crowson Lane, Mount Lindesay Highway and Rural residential zoned land. Further, the proposed development will be separated from these boundaries by future development that will include industry, warehouse, business and research and technology uses, and/or vegetated drainage corridors and will not intrude into the drainage/open space lots included in the overarching PDA Development Approval for the Flagstone Logistics Estate (EDQ Reference: DEV2018/961/18).

1. 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 Enterprise Drive, North Maclean QLD 4280 and described Lot 1 on SP352820 (**site**). This PDA Development Application seeks approval for the following aspects of development:

- Development Permit for Reconfiguring a lot – 1 into 2 lots, plus access easement.
- Development Permit for a Material Change of Use for a Warehouse, Low impact industry, and Medium impact industry.

The proposed development seeks to facilitate the establishment of a speculative warehouse and/or industrial facility that will operate 24 hours a day, 7 days a week, and will be located on Proposed Lot 105.

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

In conjunction with the supporting material, this report aims to outline the facts and circumstances which weigh in favour of approval of the proposed development, and demonstrate it should be approved, subject to reasonable and relevant conditions.

Specifically, this report provides the following to assist in assessment of the development application:

- An overview of the key aspects of the proposed development.
- A summary of the planning merit and alignment with the planning intent for the site and wider area.
- A site analysis which provides details of the key characteristics of the site and surrounding area, including relevant development approval/s.
- A summary of the technical analysis which has informed the design of the proposed development.
- An overview of the State planning framework as it relates to the site, including some commentary on the proposed development's alignment with the State planning interests, where relevant.
- An overview of the development scheme as it relates to the site, including some commentary on the proposed development's alignment with the local planning intent.

2. Proposed Development

2.1 Overview

PDA Development Approval is sought for two aspects of development:

- Development Permit for Reconfiguring a lot – 1 into 2 lots, plus access easement.
- Development Permit for a Material Change of Use for a Warehouse, Low impact industry, and Medium impact industry.

As the master planning for the Flagstone Logistics Estate (**Estate**) continues to progress, PDA Development Approval for the above aspects of development are required to enable construction and operation of a warehouse and/or industrial facility within part of Stage 1 of the overall development of the Estate.

This development application relates to land currently described as Lot 1 on SP352820, with a total area of approximately 13.77 hectares. The proposed development involves reconfiguring the site from 1 lot into 2 lots to create a new lot (Proposed Lot 105) necessary to accommodate the material change of use aspect of development, and to create an access easement that provides vehicular access from Enterprise Drive through Proposed Lot 105 to the northeastern portion of Proposed Lot 110.

Refer to **Figure 1** below which provides an aerial image of the site and identifies the approximate location of the new lot for the material change of use aspect of development (Proposed Lot 105). Further details of the proposed development are provided within the following sections.



Figure 1: Aerial image of the site (Nearmap, 2026, image captured 7 December 2025)

2.2 Key Aspects

2.2.1 Reconfiguring a Lot

The site is proposed to be reconfigured from 1 lot into 2 lots, being:

- Proposed Lot 110 comprising approximately 10.52 hectares.
- Proposed Lot 105 comprising approximately 3.256 hectares.

As stated previously, the area identified as Proposed Lot 105 is the land relevant to the material change of use aspect of development. This proposed lot will have frontage to Enterprise Drive for approximately 166.9 metres, and the Mount Lindesay

Highway for approximately 32.1 metres; no new access is proposed to/from the Mount Lindesay Highway. Furthermore, the existing easements burdening the site will traverse the northern and eastern boundaries of Proposed Lot 105; the proposed development will not change and/or impact on these existing easements.

No works are proposed on Proposed Lot 110 as part of this development application; access and servicing will remain as previously approved albeit the proposed development proposes an access easement that burdens the eastern boundary of Proposed Lot 105 to provide access to the northeastern corner of Proposed Lot 110, and future use of that portion of the Estate subject to a subsequent development application.

Refer to **Figure 2** below for a copy of the proposed Plan of Reconfiguration.

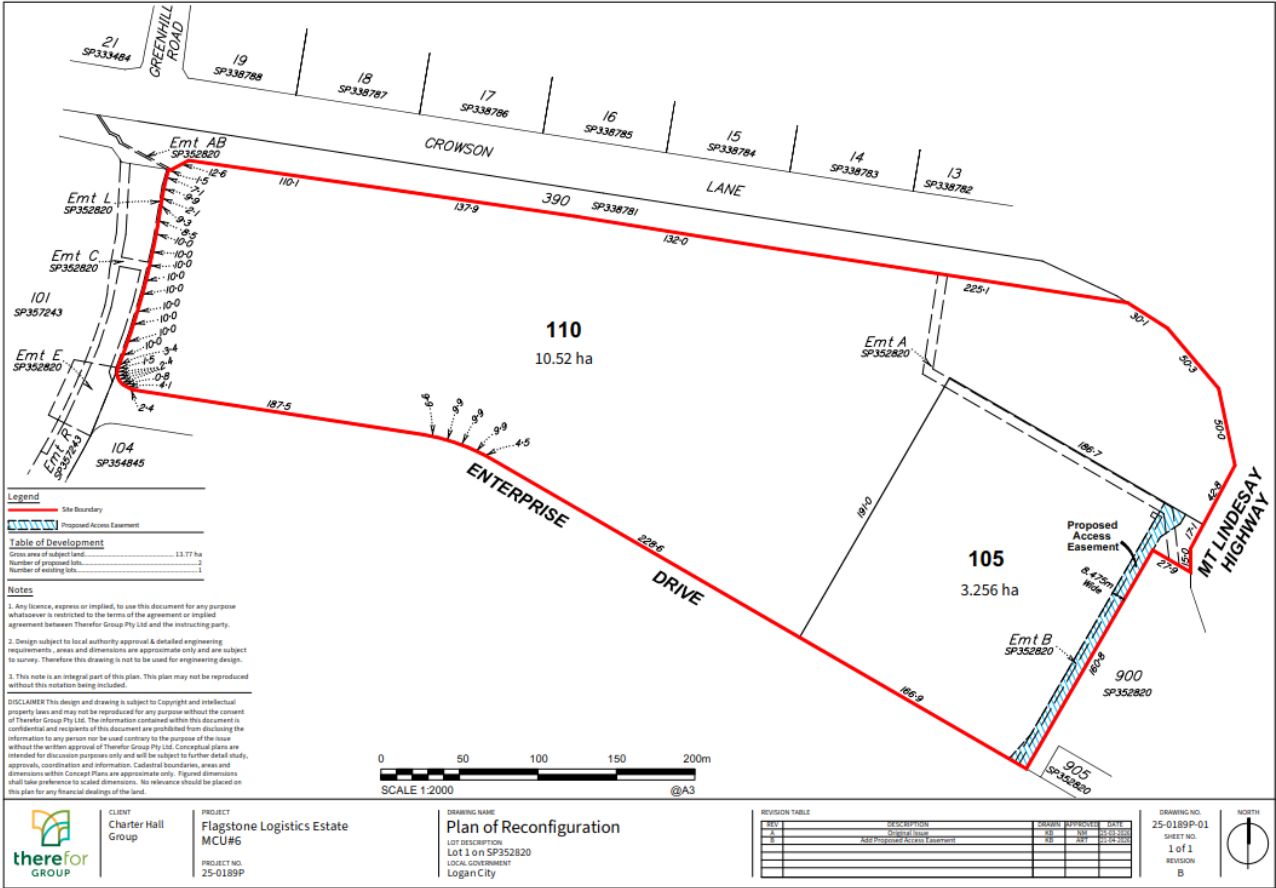


Figure 2: Plan of Reconfiguration

2.2.2 Material Change of Use

Table D below provides a summary of the key aspects of the proposed material change of use aspect of development, with further details provided below and illustrated or detailed on the accompanying supporting information noted above. The built form, as detailed below, will be contained within the boundaries of Proposed Lot 105, as identified in **Figure 2** above.

Table D – Key Aspects of Proposed Development

Component	Development Detail
Total site area	3.256 hectares
Building footprint	18,345m ²
Maximum building height	Warehouse: 14.6 metres Office component: 9.3 metres
Building dimensions	155 metres (north to south) 113.75 metres (east to west)
Site cover	56.34%
Landscape cover	5.09%
Setbacks	Northern boundary: 13.5 metres.

- Eastern boundary: 10.5 metres (for most of the eastern site boundary, apart from far northern end where the lot extends further east).
- Southern boundary: 19 metres (from office to boundary) and 22 metres (from main warehouse wall to boundary).
- Western boundary: 21 metres (from office to boundary) and 43 metres (from main warehouse wall to boundary).

	Tenancy A	Tenancy B	Total
Gross floor area (GFA)	Warehouse	8,964m ²	6,875m ²
	Office	579m ²	551m ²
	Dock Office	50m ²	28m ²
	Total	9,593m ²	7,454m ²
	Tenancy A	Tenancy B	Total
Car parking	75	47	122
	Tenancy A	Tenancy B	Total
Bicycle parking spaces	10	10	20
	Tenancy A	Tenancy B	Total
No. recessed docks	3	2	5
	Tenancy A	Tenancy B	Total
No. on-grade docks	4	3	7

Land Use

The proposed development seeks approval for the following land uses as defined in the Development Scheme. As noted above, the proposed development seeks to facilitate the establishment of a speculative warehouse and/or industrial facility, there is no known tenant at this stage. Accordingly, development approval is sought for this range of land uses to provide maximum flexibility for the Applicant to market the site and attract a tenant.

Table E – Proposed Land Use/s

Land Use	Definition
Warehouse	Means the use of premises for the storage of goods whether or not in a building, including self storage facilities or storage yards.
Low impact industry	Means the use of premises for industrial activities which have negligible impacts on surrounding non-industrial uses. The manufacturing aspects of the use are undertaken indoors. Any off site impacts including air, noise and odour emissions are able to be readily mitigated.
Medium impact industry	Means the use of premises for industrial activities that have offsite air, noise and odour emissions. Despite mitigation measures these activities would still have noticeable impacts on non-industrial uses. The primary (noise, odour and air emitting) aspects of the use are undertaken indoors.

Hours of Operation

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

Employees

As noted above, the proposed development seeks to facilitate the establishment of a speculative warehouse and/or industrial facility, there is no known tenant at this stage. Based on trip generation rates in the approved Traffic Impact Assessment in the overarching PDA Development Approval for the Flagstone Logistics Estate (EDQ Ref: DEV2018/961/18) it is anticipated the proposed development will have around 68 people on site at any one time (employees and visitors).

Built Form

The proposed development comprises a 1 to 2 storey detached warehousing building with a maximum building height of approximately 14.6 metres. The building has a total GFA of approximately 17,047m² and comprises two tenancies (Tenancy A and Tenancy B), each inclusive of a warehouse area, ancillary office and dock office space.

Ancillary offices A and B are both located at the western end of the warehouse building, located at the northern and southern ends of the docking area. Ancillary offices A and B are split between two levels, which are connected by stairs and an internal lift, with:

- Ground floor generally comprises a lunchroom, board room, lobby area, amenities, cleaners' storage, communications room and outdoor area.
- Level 1 generally comprises a large open office area, meeting and office rooms, toilets, kitchenette and cleaners' storage.

Ancillary dock office A is located separately to the main building of ancillary office A and is situated between the recessed and on-grade docks. Ancillary dock office A comprises an open office, kitchenette and toilets. Ancillary dock office B is integrated into the ancillary office B building and is located on the ground floor.

The proposed warehouse building aligns with the Applicant's branding across Australia, incorporating material and colour variation, as well as awnings to create articulation and visual interest from public vantage points.

All buildings remains outside the easements burdening the site.

Access

Vehicle Access

Site access to Proposed Lot 105 will be provided at three locations on Enterprise Drive (located at the southern boundary of the site), as follows:

- The vehicle access to/from Enterprise Drive that is adjacent to the western boundary of the site is intended to accommodate trucks/heavy vehicles. This vehicle access point connects with the dedicated loading zones and dock areas. A swing gate is proposed at this access point to restrict access where required.
- The vehicle access to/from further south along Enterprise Drive is intended to accommodate cars/light vehicles and provide access to the car park at the southern extent of the site. A sliding gate is proposed at this access point to restrict access where required.
- A third vehicle access to/from Enterprise Drive is proposed adjacent to the eastern boundary of the site. This access is intended to accommodate cars/light vehicles, and heavy vehicles. This vehicle access connects to both car parks at the northern and southern extents of the site and provides light and heavy vehicle access via the proposed access easement to Proposed Lot 110 (for future use subject to a separate and subsequent PDA development application). A sliding gate is proposed to both car parks from this access.

The proposed development has been designed to ensure the fire brigade have sufficient access around the whole building.

Pedestrian Access

Pedestrian access will be provided via a dedicated entry aligned with the building's primary entrance for Tenancy A. Pedestrian access to Tenancy B continues from the main pedestrian access point and around the periphery of the building to connect with its associated office building.

Car Parking

The proposed development provides a total of 122 car parking spaces within two allocated parking areas. One car park at the front of the site (the southern extent of the site) will comprise a total of 75 car parking spaces and will be dedicated to Tenancy A. While the second car park area is proposed to be located at the rear of the site (the northern extent of the site) and will comprise a total of 47 car parking spaces which will be dedicated to Tenancy B.

Bicycle Parking

Ten (10) bicycle parking spaces are proposed for each tenancy, resulting in a total of 20 bicycle parking spaces on the site. The bicycle parking spaces connect with the main pedestrian access point to the site and are situated within proximity to their respective office locations. The bicycle parking spaces are supported by end-of-trip facilities within the ancillary office component of the building.

Loading Docks

The proposed development provides 3 recessed docks and 4 on-grade docks for Tenancy A of the warehouse building. Tenancy B of the warehouse building is provided with 2 recessed docks and 3 on-grade docks. All recessed docks and on-grade docks are located at the western façade of the building.

The recessed docks are covered by a canopy that extends approximately 3 metres from the façade of the building, while the on-grade docks are covered by a 'super canopy' that extends approximately 34 metres from the façade of the building.

Landscaping

The proposed development will incorporate high-quality landscaping at the western and southern site boundaries, within the car parking areas and long the frontage of the site, and at facades of the ancillary offices for each tenancy. This landscape treatment will enhance visual amenity from the Enterprise Drive and adjoining and nearby properties and will provide sufficient shade, whilst complementing landscaping within the wider Estate.

Importantly, the proposed development will meet the PDA Guideline No. 10 requirement for 5% of the site to be landscaped and will include approximately 54% canopy cover at the front of the site (being the sites frontage to Enterprise Drive).

Waste Management

Two covered refuse storage areas are identified at the western façade of the proposed building, one for each tenancy. Refuse is anticipated to be collected onsite via private contractor arrangements. A Waste Management Plan has not been prepared because of the speculative nature of the tenant. It is requested that a development condition be imposed for the preparation and lodgement of a Waste Management Plan should MEDQ consider it necessary.

Bulk Earthworks

Bulk earthworks for the Estate have been undertaken as part of the overarching PDA Development Approval (DEV2018/961/18) and the associated Compliance Assessment. Development on Proposed Lot 105 will require additional relatively minor bulk earthworks to achieve the desired surface levels to accommodate the warehouse and/or industrial facility; details are provided within the accompanying Engineering Services Report.

2.2.3 Provision of Infrastructure

Water

The proposed development will connect to the existing DN150mm PVC-M water reticulation main located on Enterprise Drive at the southern boundary of the site.

Sewer

The proposed development will connect to the existing DN150mm PVC-U SN8 sewer main located within Enterprise Drive at the southern boundary of the site.

Stormwater

The proposed development will introduce a new internal pit and pipe system and connect into the existing lawful point of discharge.

Minor and major flows from the development are to discharge to the combined bioretention and detention basin adjoining the eastern boundary of Proposed Lot 105 (Lot 900); no future onsite stormwater attenuation is proposed.

Bioretention systems have been constructed as part of the overall Estate, to treat water, including from Proposed Lot 105.

The proposed development will include a 75kL rainwater tank to collect half of the proposed roofs catchment for rainwater harvesting.

Electricity and Telecommunications

The proposed development will connect to the existing electrical and telecommunication networks within Enterprise Drive at the southern boundary of the site.

3. Site Analysis

3.1 Context

3.1.1 Broader Locational Context

The site is located within the suburb of North Maclean, within the Logan City Council Local Government Area, and Greater Flagstone 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 land, rural residential land, rural land, transport infrastructure, and recently developed warehouse / industrial facilities within the Estate. Refer to Error! Reference source not found.3 below for a visual representation of the broader locational context of the site.

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 3: Broader Locational Context (Google Maps, 2025)

3.2 Flagstone Logistics Estate

The site forms part of the master planned Flagstone Logistics Estate. Refer to **Figure 4** below which identifies the extent of the Estate, the site and approximate location of the proposed speculative warehouse / industrial facility.

The Estate comprises circa 117 hectares of mostly undeveloped land that is intended to be developed for uses in accordance with the North Maclean Context Plan whilst also accommodating open space within its southwestern portion, and a 25m buffer along its western boundary. Some of this land has been developed and/or is currently under construction for warehouse / industrial facilities approved under separate PDA Development Approvals. The PDA Development Approval history for the Estate (where relevant) is provided below.

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

- the service road / future service road to Mount Lindesay Highway to the east for approximately 1.1km. Stage 1A of the service road has now been constructed, the remainder of the future service road will be delivered as part of the overarching PDA development approval for the Estate (EDQ Reference: DEV2018/961/18).

- Crowson Lane to the north for approximately 1.07km.

Further, the Estate adjoins:

- vacant land at its southern boundary, which is partly vegetated. This land is currently being developed for industry and warehouse purposes.
- land occupied by rural residential uses and vacant vegetated land 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.

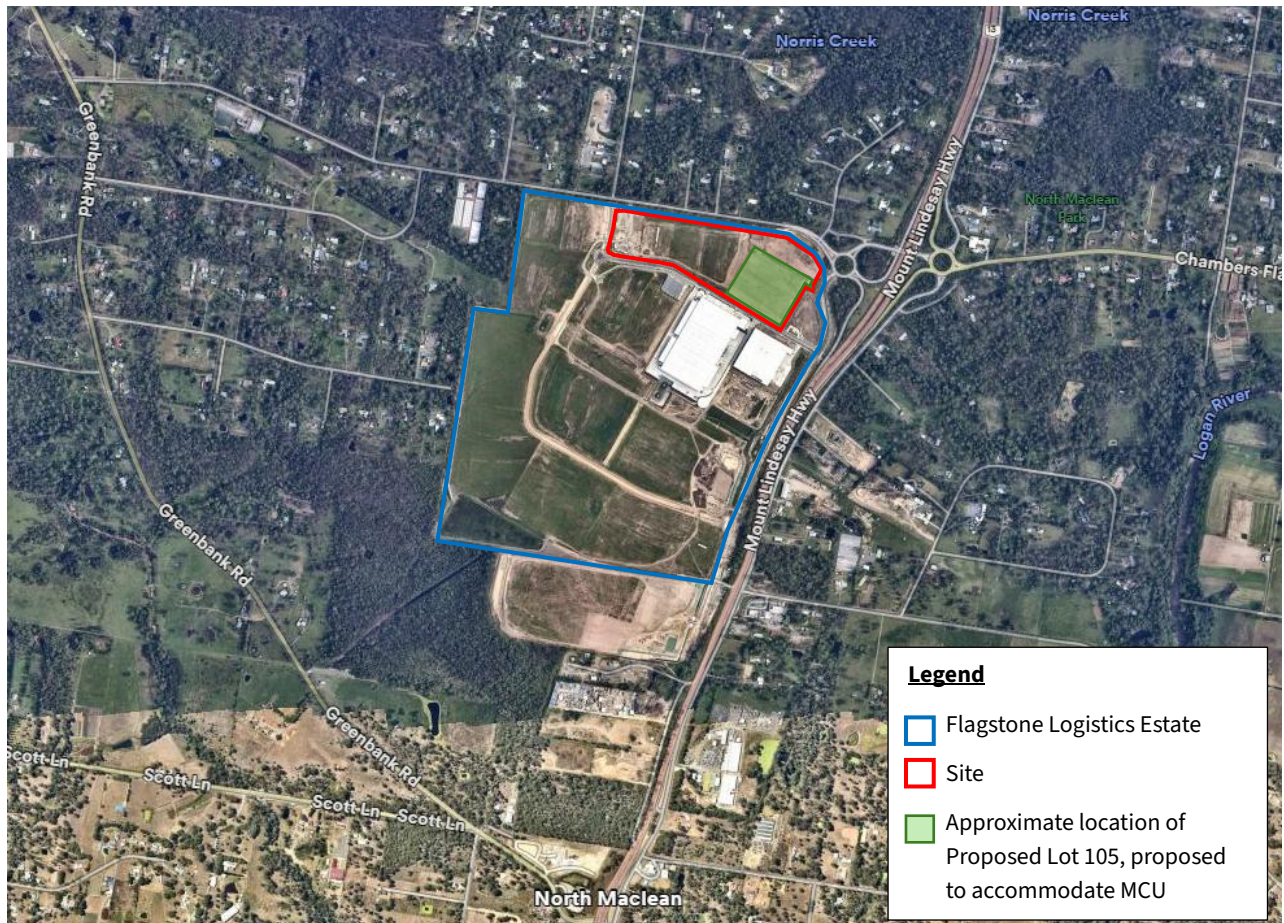


Figure 4: Immediate Local Context (Nearmap, 2026, date captured 6 February 2026)

3.3 Site Characteristics and Servicing

The site, shown in the aerials at Error! Reference source not found. and Error! Reference source not found. above, is located on Enterprise Drive, North Maclean QLD 4280 and currently described as Lot 1 on SP352820. It is irregular in shape, with a total site area of approximately 13.77 hectares. **Table F** below provides an overview of the current key site characteristics and servicing information.

Table F – Site Characteristics and Servicing Information

Site Characteristics	
Existing Use / Improvements	The site is currently vacant. It is noted that the site is subject to a Compliance Assessment consent where bulk earthworks have occurred, required for the overarching PDA Development Approval for the Estate (EDQ Reference: DEV2018/961/18).
Access	Vehicle access is currently gained via the new service road to the Mount Lindesay Highway, connecting to Enterprise Drive at the southern boundary of the site.

Easement/s	Lot 1 on SP352820 is currently burdened by two (2) easements which are both located within the eastern portion of the site: ▪ Easement A on SP352820 (approximately 1638m²) which benefits Logan City Council for drainage purposes. ▪ Easement B on SP352820 (approximately 557m²) which benefits Logan City Council for sewerage purposes.
Topography	The site generally falls east towards the existing combined bioretention and detention basin within Lot 900 on SP352820 (refer to Figure 5 below) at approximately 0.5% grade.
Vegetation	The site is currently void of vegetation.
Waterways and Waterbodies	There is no waterway or waterbody on the site.
Contaminated Land / Environmental Management	The site is not listed on the Environmental Management Register or Contaminated Land Register.
Servicing Information – Relevant to Proposed Lot 105	
Water	The following water mains have been identified near the site: ▪ DN150mm PVC-M water reticulation main located on Enterprise Drive, along the southern boundary of the subject site
Sewer	The following sewer mains have been identified near the site: ▪ DN150mm PVC-U SN8 Sewer main located within Enterprise Drive, along the southern boundary of the site ▪ DN15mm PVC-U SN8 Sewer main located within an easement in the subject site servicing the upstream property
Stormwater	The following existing stormwater infrastructure has been identified in the vicinity of the site: ▪ Existing 1200 RCP CI3 servicing the proposed site ▪ Existing 1650 RCP CI3 passing through the site in a 3m easement, servicing the external road ▪ Existing 900 RCP CI3 passing through the site servicing existing lot 1
Electricity and Telecommunications	Electricity and telecommunication networks are located within Enterprise Drive.
Gas	The site is not serviced by the gas network.

3.4 Approval History

3.4.1 Flagstone Logistics Estate

Table G below provides an overview of relevant approval history for the Estate.

Table G – Approval History, Flagstone Logistics Estate

EDQ Reference	Description	Approval Date
DEV2018/961	Pursuant to section 85(4)(b) of the ED Act, MEDQ granted approval of a PDA development application over Lot 39 on SP338781 for a Development Permit for Reconfiguring a Lot - 1 into 4 lots, plus roads and open space, and context plan.	10 September 2021
DEV2018/961/8	Pursuant to section 99 of the ED Act, MEDQ granted an approval to change the abovementioned PDA Development Approval. 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. The changes related to the inclusion of new drainage lots, pump station lot, additional industrial lot, temporary access easements and amended lot sizes.	27 September 2023
DEV2018/961/12	Pursuant to section 99 of the ED Act, MEDQ granted approval to change the abovementioned PDA Development Approval (EDQ Ref: DEV2018/961/8). PDA Development Approval continued to be 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. The changes related to the inclusion of an interim access road, realignment of boundaries, realignment of the sewer rising main and water main, and temporary vehicle access to the Powerlink easement.	9 August 2024

EDQ Reference	Description	Approval Date
DEV2018/961/18	Pursuant to section 99 of the ED Act, MEDQ granted approval to change the abovementioned PDA Development Approval (EDQ Ref: DEV2018/961/12). PDA Development Approval was granted for a Development Permit for Reconfiguring a Lot – 1 into 15 lots (5 industrial / business lots, 1 drainage / open space lot, 1 pump station lot, 4 drainage lots, 4 entry statement lots) and new roads (3 stages) and context plan. The changes related to: - inclusion of 4 new lots for entry statements. - realignment of the boundary between Lot 2 and Lot 3.	20 March 2025

The PDA Development Approval granted by the MEDQ on 20 March 2025 is the overarching PDA Development Approval for the Estate referenced throughout this report. The proposed development is located within Stage 1 of this PDA Development Approval; the site comprises Lot 1. This Stage of the PDA Development Approval has been carried out. An extract of the approved Reconfiguring a Lot / Staging Sketch Plan is provided at Error! Reference source not found.5 below.

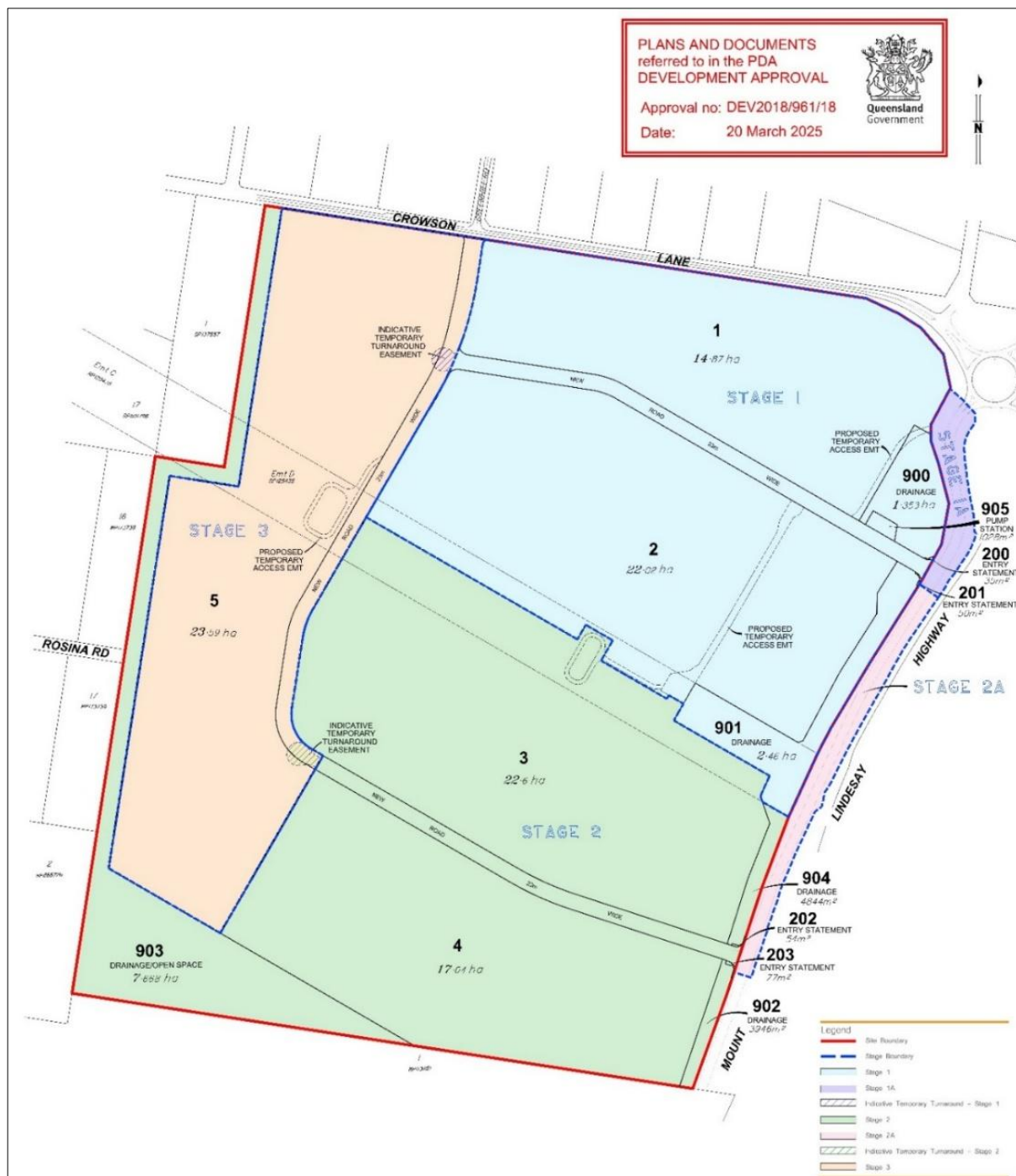


Figure 5: Approved Reconfiguring a Lot / Staging Plan

4. Technical Analysis

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

The accompanying Transport Assessment considered car parking supply and design, vehicle access arrangements, provision for pedestrians and cyclists, heavy vehicle access and on-site circulation for the proposed development.

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 PDA Development Approval for the Estate (EDQ Ref: DEV2018/961/18).

4.2 Site Based Stormwater Management Plan

The accompanying Site Based Stormwater Management demonstrates the proposed development meets the relevant requirements for stormwater quality and quantity. This report identifies:

- the site has one lawful point of discharge – minor and major flows from the development are to discharge to the combined bioretention and detention basin located along the eastern site boundary (Lot 900).
- the proposed development on proposed Lot 105 will introduce a new internal pit and pipe system and connect to the existing lawful point of discharge.
- stormwater quantity objectives are catered for within the regional detention basin. No further quantity measures are proposed for the site.
- stormwater quality will be managed by:
 - the northern bioretention basin within the Estate; stormwater runoff.
 - a 75kL rainwater tank; roof water runoff which is to be reused across proposed Lot 105 through irrigation and toilet flushing. Half of the roof catchment is to be directed to rainwater harvesting tanks.
- an Erosion and Sediment Control Plan will be implemented during the construction phase.

Importantly, stormwater management measures for the proposed development are consistent with the stormwater management plans approved as part of the overarching PDA development approval for the Estate (EDQ Ref: DEV2018/961/18).

4.3 Engineering Services Report

The accompanying Engineering Services Report reviewed the key engineering and infrastructure requirements for the proposed development. The report identifies the proposed development will connect to:

- the existing lawful point of discharge (as noted above).
- the existing DN150mm PVC-M water reticulation main located on Enterprise Drive, along the southern boundary of the site.
- the existing DN150mm PVC-U SN8 Sewer main located within Enterprise Drive, along the southern boundary of the site.
- existing telecommunications services within Enterprise Drive, along the southern boundary of the site.
- existing electrical infrastructure within Enterprise Drive, along the southern boundary of the site.

Furthermore, the Engineering Services Report identifies flood risk for development within the Estate has been established, indicating that development on Proposed Lot 105 is required to achieve immunity to the defined flood level (1% AEP at 2100). Based on the design site levels, the Engineering Services Report identifies that the proposed development will have immunity up to and including the 0.5% AEP design event.

4.4 Noise Impact Assessment

The accompanying Noise Impact Assessment was carried out 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 has determined potential noise emissions from the proposed development are predicted to comply with the relevant criteria with the implementation of standard operational and noise management methods (further outlined in the report). It is recommended that a mechanical plant noise assessment is carried out once plant selection has been finalised.

4.5 Existing Easements

As previously discussed, Lot 1 on SP352820 is currently burdened by two (2) easements which are both located within the eastern portion of the site:

- Easement A on SP352820 (approximately 1638m²) which benefits Logan City Council for drainage purposes.
- Easement B on SP352820 (approximately 557m²) which benefits Logan City Council for sewerage purposes.

Pre-lodgement advice was sought from Council regarding the proposed development and works within the easement(s).

Council confirmed that *“for the purposes of making an application to MEDQ, Council does not object to the proposed works within Easement A”*, and a *“build over sewer application”* would need to be made at the relevant time for Easement B.

5. State Planning Framework

5.1 Economic Development Act 2012

The ED Act provides the statutory planning framework for areas declared to be a 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. Submissions can be considered should they arise during the assessment of this PDA Development 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.
- 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 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

Table H below summarises State interests mapped for the site on the Queensland Government’s State Planning Policy Interactive Mapping and Development Assessment Mapping System.

Table H – Mapped State Interests

Mapping	State Interest
State Planning Policy	▪ Agriculture ○ Agricultural land classification – class A and B ○ Important agricultural areas
	▪ Development and Construction ○ Priority Development Area
	▪ Biodiversity ○ MSES - Regulated vegetation (intersecting a watercourse) ○ MSES – Regulated vegetation (category B) ○ MSES – Regulated vegetation (essential habitat) ○ MSES – Wildlife habitat (koala habitat areas – core) ○ MSES - Wildlife habitat (endangered or vulnerable)
	▪ Natural Hazards Risk and Resilience ○ Flood hazard area - local government flood mapping area ○ Bushfire prone area (Medium potential bushfire intensity, Potential impact buffer)

Mapping	State Interest
	- Transport Infrastructure - State-controlled road
Development Assessment Mapping	- SEQ Regional Plan Triggers - SEQ major enterprise and industrial area (MEIA) - Urban footprint - Fish Habitat Areas - Queensland waterways for waterway barrier works (Low) - Water Resources - Water resource planning area boundaries - Native Vegetation Clearing - Regulated vegetation management map (Category B extract) - Koala Habitat Area - Core koala habitat area - State Transport Corridor - State-controlled road - Area within 25m of a 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:

- All State interests were considered in the assessment of the overarching PDA Development Approval for the Flagstone Logistics Estate (EDQ Ref: DEV2018/961/18). The proposed development will facilitate development consistent with the endorsed North Maclean Context Plan which forms part of that PDA Development Approval.
- the site is not intended to be developed for rural / agricultural purposes (as per the endorsed North Maclean Context Plan and Development Scheme).
- the site is located outside and significantly separated from the part of the Estate illustrated on the endorsed North Maclean Context Plan as Bushfire Protection Zone; furthermore, a subsequent PDA development approval within the Estate has demonstrated bushfire risk within that part of the Estate has significantly reduced noting nearby vegetation clearing.
- the site has previously been disturbed with significant earthworks occurring across the Estate, and there are no Matters of State Significance or waterways present. The site is void of vegetation, with no vegetation clearing required to facilitate the proposed development.
- the Applicant's response to the Logan City Council's former Temporary Local Planning Instrument No. 1/2024 (now Flood hazard overlay code) in relation to flooding matters was endorsed by the MEDQ. Consistent with this strategy, the minimum flood planning level for the site is the defined flood level or the 1% annual exceedance probability (AEP) at 2100 flood event. The proposed development will have immunity up to and including the 0.5% AEP design event.
- traffic arrangements for the proposed development are consistent with the Traffic Impact Assessment approved as part of the overarching PDA Development Approval for the Estate (EDQ Ref: DEV2018/961/18).
- the site is located outside the Powerlink easement that burdens the Estate, and the proposed development does not involve built form or activities that extend into that easement.
- 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, providing a use(s) that capitalises on the sites proximity to major transport infrastructure, and comprising development that exemplifies significant investment by the Applicant into the Estate and more broadly the PDA, driving economic growth as part of the North Maclean major enterprise and industrial area.
- the proposed development will not take or interfere with water in the Logan Basin water plan area.

5.1.3 Greater Flagstone 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 "UDA assessable development", "Permissible development" for development involving:

- "Reconfiguring a lot that is not mentioned in schedule 1
- A material change of use if:
 - the use is not identified in schedule 2, or

- the change of use is not mentioned in columns 1, 2, or 3B”.

The proposed reconfiguration is not mentioned in schedule 1 and the proposed change of use is not mentioned in columns 1, 2 or 3B at Table 2 of the Development Scheme and therefore comprises UDA assessable development – Permissible development.

Furthermore, the proposed development does not meet the notification requirements at Section 3.2.10 of the Development Scheme. The proposed development is consistent with the Development Scheme’s intent for the Industry and business zone, the endorsed North Maclean Context Plan, is for a use(s) and of a size and nature expected in the Estate and will not result in undue amenity impacts or adversely impact on the development potential of adjoining land.

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 1** below, pursuant to Section 3.3 of the Development Scheme. Please also refer to the supporting material which accompanies this PDA Development Application. It is also noted that consideration has also been given to the PDA Guidelines.

Table 1 – 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 SEQ.
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, Low impact industry and Medium impact industry.
Development of a scale and intensity which is compatible with existing and proposed development in the vicinity.	Complies The site, the Estate and land adjoining the Estate’s southern site boundary (all included in the Business and industry zone) are predominantly undeveloped or partly under construction / constructed. 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 warehouse and industrial development anticipated / recently approved / constructed within Estate and land south of the Estate. The proposed development complies with the key development parameters in the Development Scheme and PDA Guideline No.10. Notably: ▪ the proposed building comprises a maximum building height of 14.6 metres, that being less than the allowable 15 metres / 4 storeys. ▪ the proposed building has a minimum setback of approximately 19 metres from the front boundary (the

Criterion	Response
	southern boundary), thereby complying with the allowable 6 metre setback. - the proposed building is setback a minimum distance of 43 metres (western), 10.5 metres (eastern) from the side boundaries, and a minimum of 13.5 metres from the rear boundary (northern) that being more than the allowable built to boundary setback. - the proposed warehouse will comprise a maximum site cover of approximately 56%, that being less than the allowable 75%. - Proposed Lot 105 is approximately 3.2559 hectares, significantly greater than the minimum 1,000m² lot size. The proposed development is therefore compatible with development intended to be developed within Estate and on land adjoining the site's southern boundary. Furthermore, the proposed development is consistent with the overarching PDA Development Approval for the Estate (EDQ Ref: DEV2018/961/18) and does not propose a use on land adjoining a sensitive use or land intended to be used for a sensitive use. The proposed development 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.
An appropriate transitioning of land uses at the interface with residential neighbourhoods.	Complies Refer to above response.
A buffer for sensitive receiving environments adjacent to the employment areas of North Maclean.	Complies Refer to above response. Further, the proposed development will not alter the 25m buffer corridor adjacent to the western site boundary of the Estate included in the overarching PDA Development Approval for the Estate (EDQ Ref: DEV2018/961/18). The buffer enables sensitive receiving environments adjacent to the Estate to be buffered.
Buffers are enhanced through: - 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.	Complies Refer to above response.
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.	Complies The proposed development is not for commercial and trade retail activities.
Limited access for industrial vehicles in streets adjacent to North Maclean.	Complies Access to the site is consistent with the overarching PDA Development Approval for the Estate (EDQ Ref: DEV2018/961/18). Vehicular access is gained from Enterprise Drive via the recently constructed service road to the Mount Lindesay Highway.
Direct access to the arterial road network where possible to enhance the efficient movement of goods.	Complies Refer to above response.
Movement Network - Development delivers:	
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.	Complies Refer to above response.
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.	Complies. Refer to above response.
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.

Criterion	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 The type of use(s) proposed, and access to the site is consistent with the overarching PDA development approval (EDQ Ref: DEV2018/961/18) that addressed development constraints. Importantly: - the site has previously been disturbed with significant earthworks occurring across the Estate and is void of vegetation and waterways. Therefore, the site is no longer constrained by MSES – wildlife habitat or waterways for waterway barrier works included on State government mapping. - State interests Agriculture, and Natural hazards risk and resilience illustrated on the SPP interactive mapping were considered in the assessment of the overarching PDA Development Approval for the Estate (EDQ Ref: DEV2018/961/18). The proposed development will facilitate development consistent with the endorsed North Maclean Context Plan which forms part of that PDA Development Approval. Importantly: - the site is located outside the part of the Estate identified as Bushfire Protection Zone on the endorsed North Maclean Context Plan; furthermore, a subsequent PDA development approval within the Estate has demonstrated bushfire risk within that part of the Estate has significantly reduced noting nearby vegetation clearing. - the Applicant's response to the Logan City Council's former Temporary Local Planning Instrument No. 1/2024 (now Flood hazard overlay code) in relation to flooding matters was endorsed by the MEDQ. Consistent with this strategy, the minimum flood panning level for the site is the defined flood level or the 1% annual exceedance probability (AEP) at 2100 flood event. The proposed development will have immunity up to and including the 0.5% AEP design event. - the site is located outside the Powerlink easement that burdens the Estate, and the proposed development does not involve built form or activities that extend into that easement. - the proposed development has been sited and designed consistent with the Development Scheme and PDA Guideline No.10 (where relevant) (refer to previous responses).
Development ensures that people and property are safe from potential hazards including landslip, bushfire, flooding and predicted impacts of climate change.	Complies Refer to the above response.

Criterion	Response
Development does not compromise the integrity or operation of high voltage transmission lines/corridors.	Complies Refer to the above response.
Residences and other sensitive uses are protected from the impacts of noise.	Complies The accompanying Noise Impact Assessment determined potential noise emissions from the proposed development are predicted to comply with the relevant noise requirements at sensitive receptors without mitigation measures.
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.	Complies Refer to the above responses.
To ensure protection from bushfire hazard, development is designed to mitigate bushfire risk. As development occurs, bushfire risk may diminish.	Complies Refer to the above responses.
Service Infrastructure	
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.	Complies Development and services will be provided consistent with the overarching PDA Development Approval for Estate (EDQ Ref: DEV2018/961/18) and Compliance Assessments. The proposed development is located within Stage 1 of this overarching PDA Development Approval, this stage and the associated service infrastructure has already been delivered.
Infrastructure is designed to achieve the principles and standards set out in the applicable ULDA guideline.	Complies Refer to above response.
General Requirements	
Site area and landscaping: - 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.	Complies As previously noted, the proposed development meets the site cover, and setback requirements set out in PDA Guideline No.10. Furthermore, landscaping is proposed to be provided on to enhance visual amenity to the proposed development. Notably, high-quality landscaping is provided at the western and southern site boundaries, within the car parking areas, and at façades of the office components of the building. This landscape treatment will enhance visual amenity from the Enterprise Drive and adjoining properties and will provide sufficient shade, whilst complementing landscaping within the wider Estate. Importantly, the proposed development will meet the PDA Guideline No. 10 requirement for 5% of the site to be landscaped and will include approximately 54% canopy cover at the front of the site (being the sites frontage to Enterprise Drive). This landscape treatment will enhance visual amenity from adjoining frontages and will provide sufficient shade, whilst complementing landscaping within the wider Estate located within the drainage lots within the eastern portion of the estate, and open space / drainage lot within the western portion of the estate and resulting in more than 10% of the estate 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 Estate enhancing visual amenity of the locality.
Sub-tropical design measures:	Complies The proposed building includes eaves, roof overhangs and awnings, in addition to shade trees provided within the proposed car parking areas

Criterion	Response
Development provides built forms that respond to the sub-tropical environment, including eaves, roof overhangs and sun shading devices.	and at site boundaries. The proposed development therefore includes sub-tropical design measures.
Parking and end of trip facilities: - 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: - 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. - 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.	Complies The proposed development provides a total of 122 car parking spaces across the site, which is significantly more than the maximum number of persons anticipated to be on site at any one time, and at a rate (0.7 spaces per 100m² gross floor area) significantly greater than approved elsewhere within the Flagstone Logistics Estate (approx. 0.44 spaces per 100m² of gross floor area). The proposed development also provides bicycle parking spaces and end of trip facilities.
Advertising Devices: - Advertising Devices are in accordance with standards set out in the planning scheme: - 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.	Complies Advertising devices proposed as part of this development are detailed in the submitted Signage Drawings, which demonstrate compliance with the Advertising Devices Code under the Logan Planning Scheme 2015, as outlined in the accompanying responses. The signage has been designed to align with the branding of the applicant, consistent with their national rollout. These devices support wayfinding and provide a tenant with the opportunity to display their logo at the facades of the warehouse. All signage is of a scale, design, and location that is consistent with the intended built form and streetscape outcomes outlined in the endorsed North Maclean Context Plan. The signage will not create adverse amenity impacts or distract road users.

Zone Intent

The site is located within the Industry and business zone as shown in Error! Reference source not found. below. The intent of this zone is that it:

“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”.

The proposed development seeks the establishment of a warehouse and/or industrial facility within the Industry and business zone. The proposed development is consistent with the intent of the zone and zone provisions on the following basis:

- the proposed uses are industrial activities which are envisaged in 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 Estate and will enhance the industrial character of the area. A high-quality building will be accommodated with sustainable elements incorporated into the design, with landscaping provided throughout.
- it has high accessibility to major transport infrastructure to service the local community and SEQ.
- it provides employment opportunities to the local community.

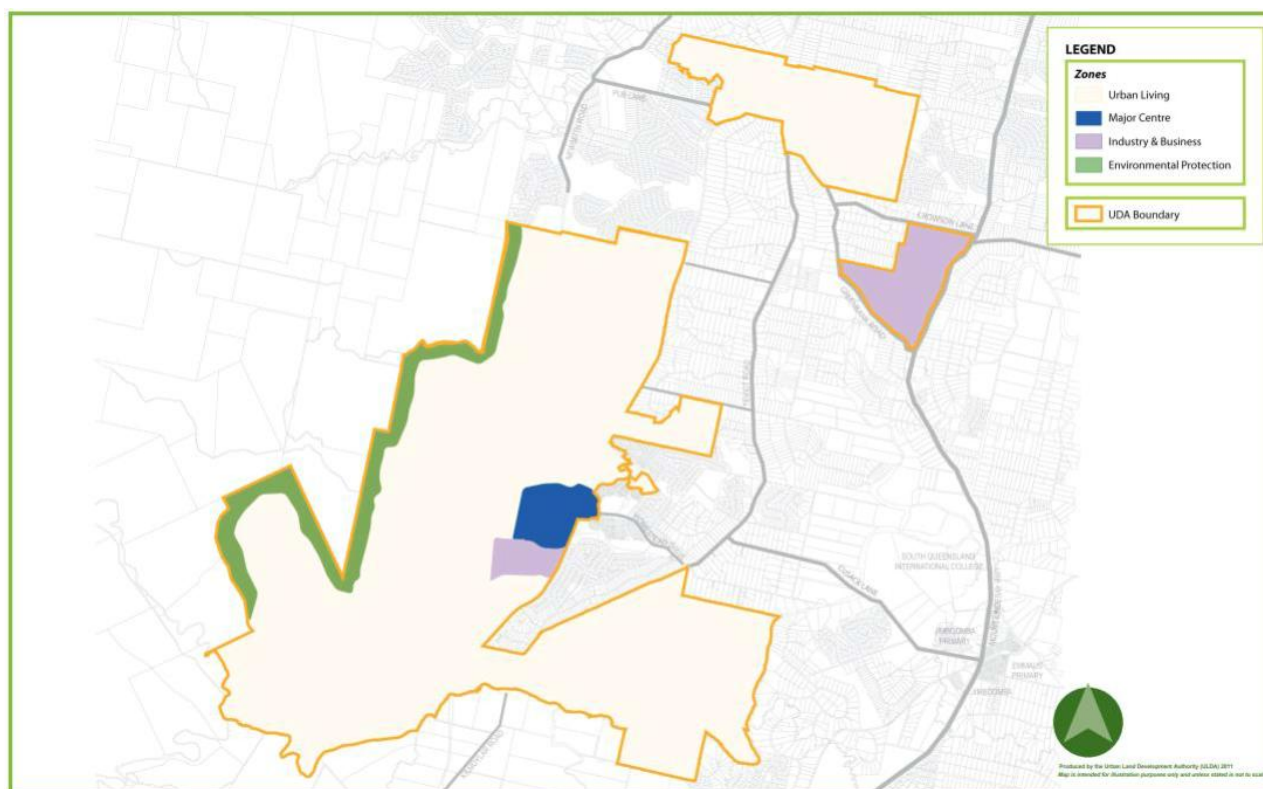


Figure 6: Zone map

Environmental Values and Sustainable Resource Use

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

Energy Efficiencies (proposed development)

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

- the 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 building will incorporate overhangs above the roller shutter door openings.
- a fixed roof overhang is proposed to the office entries and surrounds, along with fixed louvers to create external shading.
- the roof insulation of the 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 building incorporates wall louvers and roof vents to provide natural ventilation.
- the building incorporates 5% translucent sheeting for daylight harvesting.
- a total of 6% of car parks will have EV charging units. A total of 20% of car parks 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.

Importantly, and as per recent agreed discussions with EDQ, PDA Guideline 14 is a guideline only, it does not necessitate a condition being imposed on the PDA development approval for submission of a detailed sustainability report for Compliance Assessment; such a condition should not be imposed.

6. Conclusion

This PDA Development Application is made over land at Enterprise Drive, North Maclean QLD 4280 and described Lot 1 on SP352820, in Flagstone Logistics Estate within the Greater Flagstone PDA. The application seeks approval for the following aspects of development:

- Development Permit for Reconfiguring a lot – 1 into 2 lots, plus access easement.
- Development Permit for a Material Change of Use for a Warehouse, Low impact industry, and Medium impact industry.

The proposed development seeks to facilitate the establishment of a speculative warehouse and/or industrial facility that will operate 24 hours a day, 7 days a week, and will be located on Proposed Lot 105.

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 PDA Guidelines) and State Codes from the State Development Assessment Provisions.
- is consistent with the overarching PDA Development Approval for the Estate (EDQ Ref: DEV2018/961/18) and Compliance Assessments granted over the site.
- 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(s) 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.



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Brisbane

Turrbal and Yuggera Country

Longland Place

Level 2, 76 Skyring Terrace

Newstead QLD 4006

PO Box 436 New Farm QLD 4005

Ph +61 7 3666 5200

brisbane@thereforgroup.com.au

Sunshine Coast

Gubbi Gubbi Country

Building 1

30 Chancellor Village Blvd

Sippy Downs QLD 4556

Ph +61 7 5294 0374

sunshinecoast@thereforgroup.com.au

Gold Coast

Kombumerri Land

Level 1, 24 Bay Street

Southport QLD 4215

Ph +61 7 5636 9943

goldcoast@thereforgroup.com.au

ABN 61 147 343 084

ACN 147 343 084

www.thereforgroup.com.au