



17 June 2026

EDQ Development Assessment Team
GPO Box 2202
Brisbane QLD 4001

Attention: Amanda Dryden (Group Director)

Delivery via email: developmentservices@edq.qld.gov.au

Dear Adam,

Response to Outstanding Matters for PDA Development Application for a Development Permit for Reconfiguring a Lot (DEV2025/1676) at 4745–4759 and 4761–4773 Mount Lindesay Highway, North Maclean

On behalf of *Roubaix Properties Pty Ltd* ('The Applicant') please find below a full response to the outstanding matters requested by the Minister for Economic Development Queensland ('EDQ') on 6 May 2026 for the development application at 4745–4759 and 4761–4773 Mount Lindesay Highway, North Maclean QLD 4280 formally described as Lot 7 and 8 on RP137101 (EDQ Ref: DEV2025/1676).

The outstanding matters response comprises this correspondence and the following accompanying supporting information:

- **Attachment A** – Outstanding Matters, issued by MEDQ on 6 May 2026;
- **Attachment B** – Revised Subdivision Layout, prepared by *Sunrise Surveying*;
- **Attachment C** – Hydraulic Impact Assessment, prepared by *Burchills*;
- **Attachment D** – Ecological Technical Memo, prepared by *28South Environmental*; and
- **Attachment E** – Civil Drawings, prepared by *Burchills*;
- **Attachment F** – Response to Outstanding Matters, prepared by *Burchills*.

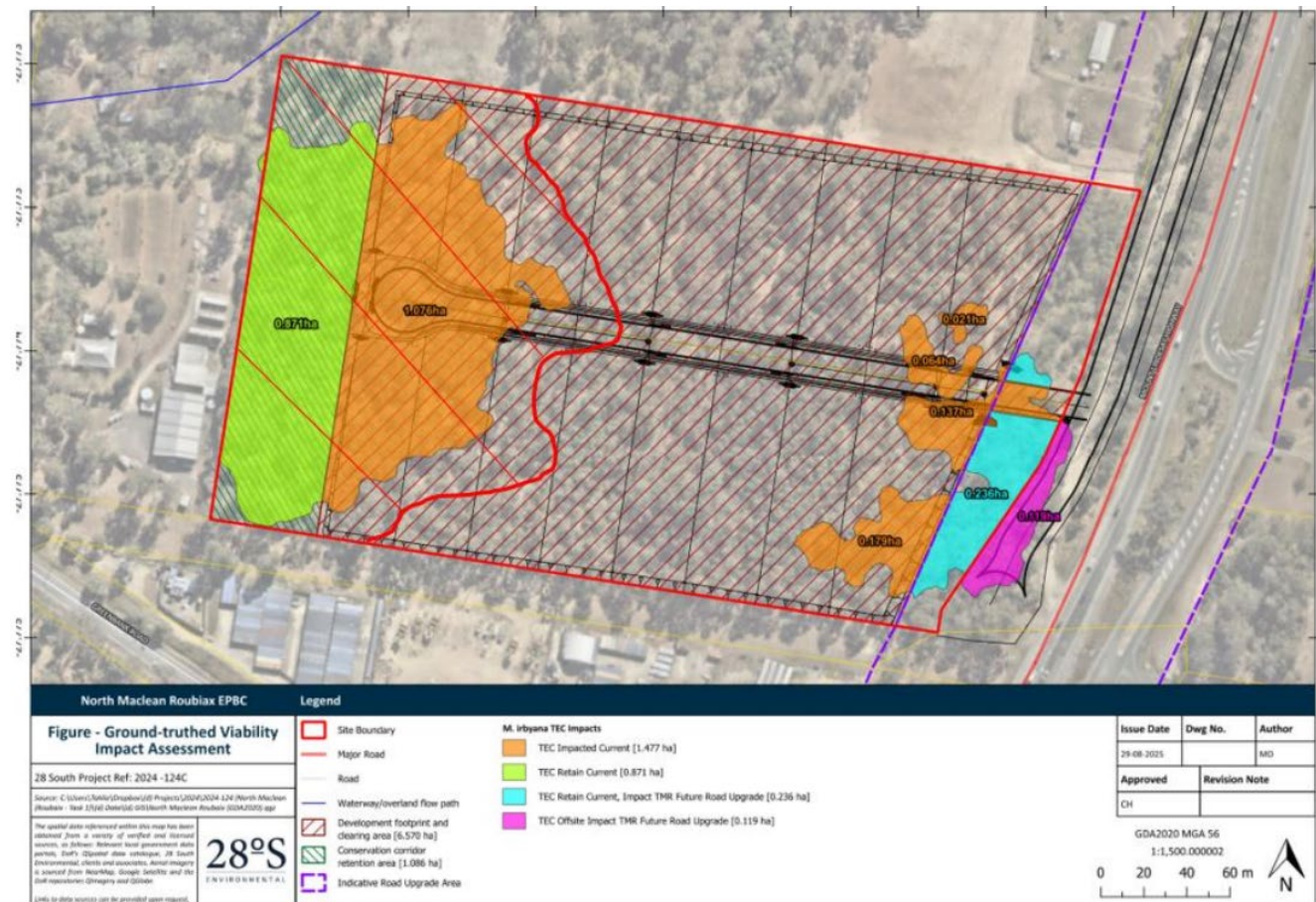
This correspondence should therefore be read in conjunction with the accompanying supporting information. In addition, this response should be read in conjunction with the common material for the development application, including subsequent responses to information requests and material submitted with the development application at the time of lodgement.

Item 1 – Biodiversity Values

Provide amended subdivision plans, including a change to the cul-de-sac location in the Industrial Access Street, removing lots at the western end of the site identified as containing ground-truthed impacted vegetation plus a 50m protection buffer.

Any approval will be subject to conditions to prevent development occurring on the part of the site shown within the dashed red box in **Figure 1** below.

Figure 1 – Overall Layout Plan with overlay of impacted vegetation and 50m buffer



Source: 28 South Environmental

Response

In response to Item 1, the Applicant has amended the proposed subdivision layout to provide additional land for flood storage and conveyance, however, maintains the 50-metre environmental buffer along the western boundary, which will be protected via proposed covenants as shown in **Attachment B**.

At the outset, the Applicant reiterates that it does not consider the extent of the requested retention area identified in **Figure 1** to be justified, reasonable or necessary having regard to the site's existing and historical

planning context, the ecological values present on the site, and the established pattern of surrounding land uses. In the Applicant's view, the requested outcome would impose an unnecessary constraint on the development potential of the site that is not supported by the available ecological evidence.

To support this position, please refer to the response letter prepared by 28 South Environmental (**Attachment D**). As outlined in 28 South's earlier correspondence dated 26 August 2025, ecological investigations undertaken in accordance with PDA Guidelines 14 and 17 identified the western portion of the site as containing the highest ecological value vegetation. Owing to its structural characteristics and partial connectivity with adjacent regrowth vegetation to the north, this area was conservatively assessed as potentially viable vegetation and has informed the development layout and 50-metre ecological corridor which is also consistent with the extent of corridors approved to the north (DEV2024/1470 and DEV2024/1158).

Broader connectivity opportunities are significantly constrained by the existence of approved uses around the site, including approved industrial buildings and associated infrastructure (Council reference: MCUI/95/1996), as well as planned infrastructure including the Willowbrook Road extension further north of the site. The key surrounding constraints that will inhibit potential connectivity opportunities are shown in **Figure 2** below.

Figure 2 – Immediate Site Context



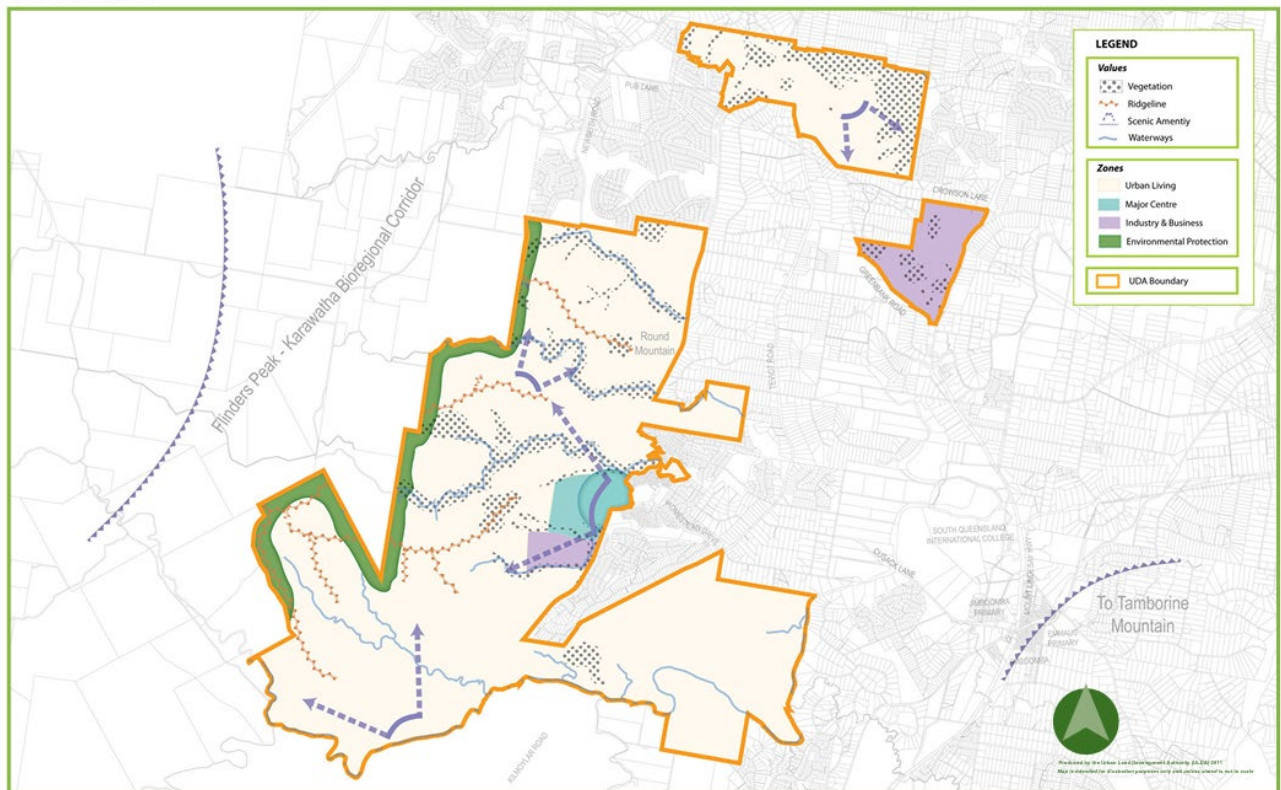
Source: Nearmap 2026, adapted by Urbis

Additionally, it is noted that Section 3.2.12 of the Development Scheme, states the 'scheme may apply a provision of a planning instrument, or a plan, policy or code made under the Sustainable Planning Act 2009 (SPA) or another Act. However, the scheme prevails to the extent of any inconsistency with those instruments'.

Section 3.3.8 Natural and cultural values specifies that Map 6 – Natural Values shows the key natural values in the UDA. The map is indicative only with details of development to be resolved through development applications and context planning. Map 6 – Natural Values is provided in **Figure 3** below for reference:

Figure 3 – Map 6 Natural Values

Map 6 - Natural values



Source: Greater Flagstone Development Scheme

Reflecting upon the ecological mapping across both local and state instruments, Map 6 conflicts with these instruments where Lot 7 and 8 are not mapped as containing vegetation values. In accordance with Section 3.2.12, where there are inconsistencies, the development scheme prevails. The regulated vegetation mapped is inconsistent with the mapping within the development scheme and therefore, is not applicable to development applications.

In this regard, the Applicant maintains the view that the removal of lots as provided in **Figure 1** is not necessary or proportionate to address ecological considerations relevant to this site under the relevant planning framework. The Applicant considers that such changes would unnecessarily constrain the development outcome and would be inconsistent with the purpose and intent of the development scheme and the *Economic Development Act 2012* (the Act).

The Applicant retains the 50-metre ecological corridor proposed along the western boundary in the site design as previously requested by EDQ. A covenant is proposed over proposed Lot 1 and 9 to ensure these ecological values are retained and maintained in perpetuity.

The revised subdivision layout retains the highest-value vegetation on the site, minimises impacts where practicable, and secures its long-term protection through covenant mechanisms while facilitating the intended industrial development outcome under the development scheme. Accordingly, it is submitted that Item 1 is satisfactorily addressed through the supporting ecological evidence and the imposition of reasonable and relevant conditions.

Item 2 – Flooding and Stormwater

- a. *Submit an amended Hydraulic Report for local and regional floods, including the hydrology and hydraulic modelling files, demonstrating no net material worsening on private land and the State-controlled road corridor for all flood events up to the 1% annual exceedance probability (AEP);*
- b. *Provide amended earthworks and stormwater plans/engineering drawings, certified by a RPEQ, demonstrating the proposal will not result in adverse flooding or stormwater impacts on private land and the Mount Lindesay Highway / State-controlled road corridor and does not compromise the future development of the Department of Transport and Main Road's (DTMR's) protected planning area. The drawing is to include indicative drainage lines to the point of discharge, and any drainage easement that may be required.*

Note:

- If flood storage compensation is not proposed, the applicant needs to demonstrate there is no cumulative impact to surrounding properties. The applicant is required to reasonably assume filling for all other developable land in the flood plain (Lot 3-9 RP137101, Lot 1 RP121663) and demonstrate there is no impact to flood levels.*
- DTMR has indicated that any increase in water level outside of the road reserve but within the protected planning area is unacceptable.*

Response

Please refer to the updated technical reports and drawings prepared by Burchills Engineering Solutions (**Attachments C and D**), which address the matters raised in Item 2 of the Outstanding Matters Letter.

Flooding

At the request of EDQ, an amended Hydraulic Impact Assessment has been prepared to assess both local and regional flood behaviour for all relevant flood events up to and including the 1% annual exceedance probability (AEP), provided in **Attachment C**. As requested by EDQ, the 1% AEP includes climate change scenario in year 2100 for the Hydraulic Impact Assessment, as the baseline for impact assessment.

The proposed industrial collector road within the DTMR corridor has been incorporated into both the pre-development and post-development hydraulic modelling scenarios. This ensures the assessment appropriately represents the ultimate road network and earthworks condition and that any potential impacts associated with the proposed road formation are fully accounted for.

The amended modelling demonstrates that the proposed development does not result in a material worsening of flood levels, flood extents, velocities or flood hazard on private land or on or within the State-controlled road corridor for all assessed flood events up to the 1% AEP event.

Cumulative impacts have been assessed, including a reasonable assumption of filling on surrounding developable land within the floodplain. The assessment confirms that, in the absence of flood storage compensation, there is no adverse impacts on surrounding properties or the State-controlled road corridor, and the Department of Transport and Main Roads' protected planning area.

Stormwater

Amended earthworks and stormwater plans have been prepared and are submitted as part of this response. The plans have been certified by a Registered Professional Engineer of Queensland (RPEQ) and are provided in **Attachment F**.

The earthworks design has been refined to remove any adverse impacts over the State-controlled road corridor and private land. The amended plans demonstrate that the development does not compromise the future development of the Department of Transport and Main Roads' protected planning area.

Indicative drainage lines to the point of discharge are shown on the amended drawings, provided in **Attachment F**.

The proposed industrial collector road has also been included in both the earthworks design and the supporting hydraulic modelling. This confirms that the ultimate development condition will not result in a net material worsening of flood behaviour.

Conclusion

We trust the response adequately addresses EDQ's outstanding matters. The relevant information has been provided to EDQ in response to items identified as outstanding and allow for a favourable decision to be made.

Based on the information contained in this response, it has been demonstrated that all matters have been suitably addressed and EDQ can progress to finalising its decision to approve the development. Appropriate conditions can be imposed on an approval, requiring:

- Compliance with the approved hydraulic and stormwater framework as provided in the relevant reporting;
- Submission of Operational Works applications / compliance assessments;
- Construction of works generally in accordance with the approved concept plans;
- RPEQ certification that constructed works achieve the modelled outcomes; and
- No clearing or works outside the approved development footprint, with vegetation to be protected via covenants.

Please don't hesitate to contact **Jorja Feldt (Senior Consultant)** or the undersigned on (07) 3007 3800.

Kind regards,

A handwritten signature in black ink, appearing to read "Erin Brooks".

Erin Brooks
Associate Director
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ebrooks@urbis.com.au

ATT:

- Attachment A – Outstanding Matters
- Attachment B – Revised Subdivision Layout
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- Attachment D – Ecological Technical Memo
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Attachment A – Outstanding Matters

Attachment B – Revised Subdivision Layout

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