



35 University Drive, Meadowbrook

Town Planning Report

June 2026

Prepared for: SGCH Meadowbrook Limited



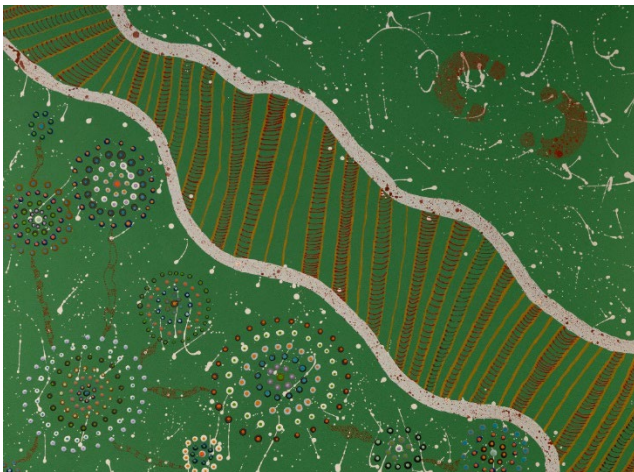
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The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

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Introduction

Urbis Ltd, has prepared this town planning report in support of a development application on behalf of SGCH Meadowbrook Limited (SGCH) (the '**Applicant**'). The land subject to this development application comprises part of a single allotment at 35 University Drive, Meadowbrook, formally described as Lot 100 on SP312822 (the '**Site**'). The development application seeks Council approval for the following Development Permit:

- Material Change of Use for Multiple Dwelling (80 Units)

The site was identified in the Queensland Government Land Audit as suitable for residential development, with the potential to contribute to the delivery of a mix of market and affordable housing. This intent is formalised through the University Drive Residential Precinct Preliminary Approval (the '**Variation Request**') (Council Ref.: MCUI/48/2025), which varies the local categorising instrument to facilitate residential development on the Site. In order to unlock the land, a subdivision application has since been approved over the site (Council Ref.: COM/55/2025) which will create the lot to which this applications relates (Lot 1).

In accordance with the Variation Request, the proposed development comprises a six (6) storey apartment building delivering a total of 80 dwellings. This includes 38 affordable housing units, comprising 13 one-bedroom and 25 two-bedroom apartments, and 42 social housing units, comprising 21 one-bedroom and 21 two-bedroom apartments. The proposal represents a meaningful contribution to the supply of social and affordable housing within the Logan locality.

The design responds to the site's prominent position along University Drive and within the Meadowbrook suburb. It reflects feedback obtained through pre-lodgement engagement with Logan City Council and delivers a high-quality subtropical architectural outcome, generous communal open spaces and a residential scale that integrates with the surrounding low- to low-medium density neighbourhood. Overall, the proposal contributes positively to local urban design outcomes, neighbourhood character and long-term social resilience.

This report addresses the merits of the proposed development and its compliance with the applicable assessment benchmarks under the University Drive Residential Precinct Preliminary Approval Council Ref.: MCUI/48/2025), and the relevant sections of the Planning Act 2016 (the '**Planning Act**'). Where the Variation Request does not provide specific provisions, the Logan Planning Scheme v9.2/2025 (the '**Planning Scheme**') applies.

Under the categorising provisions of the Variation Request, the proposal is subject to **Code Assessment**.

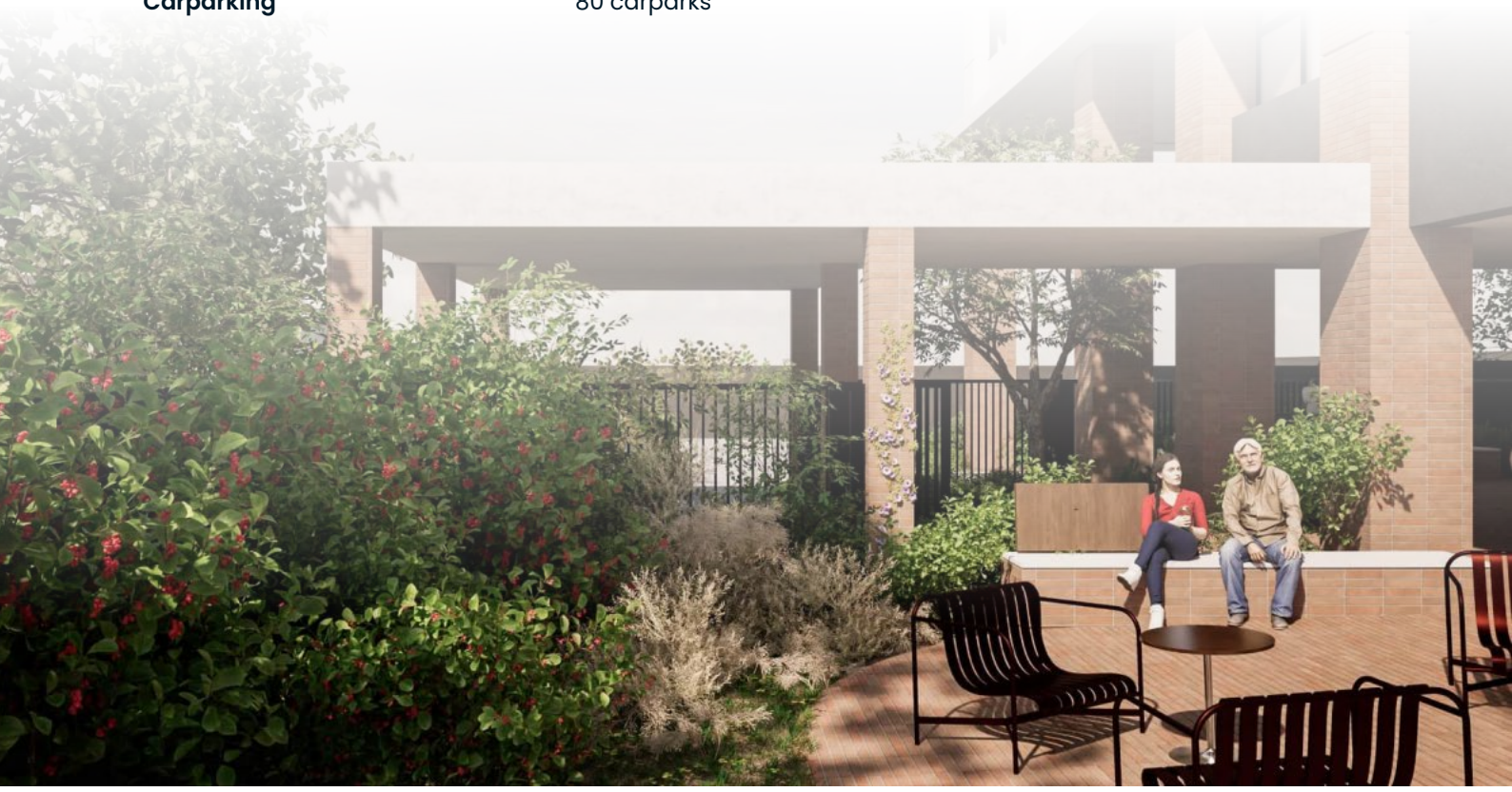
This report is accompanied by and should be read in conjunction with the following drawings and technical reports:

- **Attachment A** – Property Searches;
- **Attachment B** – Landowner's Consent;
- **Attachment C** – PDA Development Application Form;
- **Attachment D** – LCC Code Assessment;
- **Attachment E** – Architectural Plans, prepared by *DKO Architecture*;
- **Attachment F** – Landscape Report, prepared by *DKO Landscape*;
- **Attachment G** – Transport Engineering Report, prepared by *Colliers*;
- **Attachment H** – Operational Waste Management Plan, prepared by *Colliers*;
- **Attachment I** – Acoustic Report, prepared by *Acoustic Works*.

Key Details

Table 1 – Key Details

Key Details	
Site Address	35 University Drive Meadowbrook QLD 4131
Real Property Description	Lot 100 on SP312822 (Part)
Land Owner	Minister for Economic Development Queensland (refer to Attachment B)
Local Categorising Instrument (superseded in part by the TLPI)	Logan Planning Scheme 2015 v9.2/2025
Temporary Local Planning Instrument	Temporary Local Planning Instrument (TLPI) No.1/2024, commenced on 6 March 2025
Variation Request	Preliminary Approval for a Material Change of Use for Community residence, Dual occupancy, Dwelling house, Home-based business, Multiple dwelling, Park, Rooming accommodation and Sales office including a Variation Request to vary the effect of the local planning scheme (Council ref.: MCUI/48/2025).
Proposed Development	Material Change of Use for a Multiple Dwelling (80 units)
Level of Assessment	Code Assessment
Referral Agencies	SARA – Development located within 25m of a State-controlled Road
Building Height	6 storeys
Gross Floor Area	6,292m ²
Site Cover	26.98%
Deep Soil Zone	28%
Carparking	80 carparks



1 The Site

1 The Site

1.1 Site Details

The subject site is located at 35 University Drive, Meadowbrook, formally described as Lot 100 on SP312822 (refer to **Figure 1**). The site has a total area of 35,616.08 m² and a significant frontage width to Logan Motorway. The site is generally flat with a gradual fall towards the eastern boundary, where overland flow discharges into the adjacent Lake Ellerslie. Key details of the site are outlined in **Table 2**.

Table 2 – Key Details

Key Details	Description
Site Address	35 University Drive Meadowbrook QLD 4131
Real Property Description	Lot 100 on SP312822 (Part) <i>The approved lot reconfiguration involves splitting of the existing Lot 100 on SP312822 into two (2) lots, as depicted in Figure 1.</i> Lot 1 is intended to facilitate the initial stages of the site’s future development and is the lot to which this application relates to.
Site Area	35,616.08 m² (Future Lot 1 – 5,270m²)
Land Owner	Minister for Economic Development Queensland (refer to Attachment B).
Contaminated Land	The site is not included on the Contaminated Land Register (refer to Attachment A).
Easements	The site is not impacted by any easements (refer to Attachment A).
Existing Land Use	The site is vacant.

Figure 1 – The Site



Source: Nearmap, 2025 (marked up by Urbis)

1.2 Land Ownership and Encumbrances

The site comprises of freehold land, owned by the *Minister for Economic Development Queensland*, as confirmed through the Title Search enclosed within **Attachment A**. Landowner's consent to lodge this development application is provided in **Attachment B**.

1.3 Surrounding Context

The land immediately surrounding the site comprises a mix of low- and low-medium density residential development, reflective of Meadowbrook's diverse and established suburban context.

The site benefits from proximity to a range of retail, health, and education-based activity centres including the Logan Hospital and TAFE Queensland Logan Campus to south of the site, Meadowbrook Shopping Centre to the south-west, and Griffith University Logan Campus immediately east of the site.

Because of this concentration of activity, the site benefits from a high level of connectivity. The site is within walking distance of frequent bus services and is approximately 1.5 kilometres from the Loganlea train station, connecting the site to Logan Central to the boarder metropolitan area.

Collectively, the site benefits from strong transport connections, proximity to essential services, and an established residential catchment, making it well positioned to accommodate further residential growth and housing diversity (refer to **Figure 2**).

Figure 2 – Surrounding Context



1.4 Immediate Surrounds

The sites immediate surrounds are summarised below:

- **North** – To the north, the site is separated from established residential areas by a vegetated median. Beyond this buffer are predominantly low-density detached dwellings, generally one (1) to two (2) storeys in height.
- **East** – Immediately to the east of the site is Lake Ellerslie, which provides a substantial open space and environmental buffer to development on this boundary. Beyond this is Griffith University.
- **South** – The site has direct frontage to the Logan Motorway along its southern boundary. Land located further south of the motorway is characterised mainly by low-density detached residential development.
- **West** – To the west, the site adjoins a Business and Technology Park, comprising employment and commercial uses that contribute to the broader economic function of the locality.

Figure 3 – Immediate Surrounds



Picture 1 North

Source: Google Streetview, 2021



Picture 2 East

Source: Google Streetview, 2021



Picture 3 South

Source: Google Streetview, 2021



Picture 4 West

Source: Google Streetview, 2021

1.5 Relevant Development Applications and Approvals

The City of Logan's online development enquiry tool indicates that there is an existing approval over the site relevant to the proposal.

A Reconfiguring a Lot and an Operation Works application is currently under assessment at the time of writing.

Relevant details are summarised in **Table 3** below.

Table 3 – Relevant Development Applications and Approvals

Details	Permits	Description
Council Ref.: MCUI/48/2025 Applicant: Economic Development Queensland Approval Date: 8 May 2026	Preliminary Approval for a Material Change of Use: - Community residence, Dual occupancy, Dwelling house, Home-based business, Multiple dwelling, Park, Rooming accommodation and Sales office; and - Variation Request to vary the effect of the local planning scheme and establish a development code and plan of development over the subject site.	The approval established a development area known as the University Drive Residential Precinct (UDRP) and introduced the University Drive Development Scheme (UDDS) as the primary planning instrument for assessing and facilitating residential development within the Precinct. The UDDS applies to the UDRP and alters the level of assessment of development for Material Changes of Use and Reconfiguring a Lot within the UDRP through Tables of Assessment, and identifies applicable development codes for assessment, including site-specific constraint plans, which override the overlay codes contained in the Planning Scheme.
Council Ref.: COM/55/2025 Applicant: Economic Development Queensland Approval Date: 22 April 2026	Development Permit for: - Reconfiguring a lot for a one (1) into two (2) lot subdivision and a drainage easement; and - Operational Works for Driveway crossover, Filling and excavation, Infrastructure work (sewer, water, stormwater and road).	The Reconfiguring a Lot (subdivision) component of this Development application involves: - Splitting of the existing Lot 100 on SP312822 (35 University Drive) into two (2) lots. - One (1) lot to be located on the western side of the subdivision, with access facilitated via an access easement connecting to University Drive. - A second lot will be created comprising the balance of the land. - An additional easement is proposed to facilitate stormwater drainage between the two (2) lots. The Operational Works component of this Development application seeks endorsement for the following: - Establishment of a driveway crossover point onto University Drive. - Filling and excavation works to facilitate a final ground level within the development lots. - Infrastructure works.

2 The Proposal

2 The Proposal

2.1 Overview

The proposed development comprises a purpose-built six (6) storey social and affordable apartment building in Meadowbrook, Logan. The proposal builds on the intent of the approved Variation Request (Council Ref.: MCUI/48/2025), which seeks to unlock under-utilised Government-owned land and accelerate the delivery of diverse housing options for Queenslanders.

This development application seeks approval for a Development Permit for a Material Change of Use for a Multiple Dwelling. The development will deliver a total of 80 dwellings, comprising 38 affordable housing units and 42 social housing units.

Overall, the proposal delivers a high-quality built form that responds to its environmental context and acoustic constraints while prioritising safety and independence for residents. By integrating private dwellings with well-designed communal spaces, the development fulfils an important social and community need within the Meadowbrook locality and aligns with Logan’s broader housing objectives.

Table 4 – Development Summary

Item	Summary
Building Height	6 storeys (19.7m)
Affordable Housing	13 x 1-bedroom units 25 x 2-bedroom units
Social Housing	21 x 1-bedroom units 21 x 2-bedroom units
Office	44m ²
Landscaping	28%
Communal Open Space	1,331m ²
Carparking	80 spaces



2.2 Design and Architectural Intent

The proposed design has been prepared by DKO Architecture and represents a highly considered architectural response to the site's context, topography, and function as a supported accommodation facility. The built form has been purpose designed to balance operational functionality with the creation of a safe and attractive living environment.

2.2.1 Ground Plane

At ground level, the development prioritises high-quality communal amenity set within a protected landscape setting. A network of outdoor spaces provides a diverse range of opportunities for residents to gather, relax, and engage with their neighbours. These areas include quiet seated zones, community gardens, dog off-leash areas, barbeque spaces, open lawns, and children's play areas. Together, these amenities foster a strong sense of community while taking advantage of the landscaped buffers that protect the site from surrounding infrastructure.

Figure 4 – Communal Open Space



Source: DKO Architecture

2.2.2 Building Form and Massing

The building is arranged as three (3) clearly defined forms, linked by naturally lit and ventilated circulation spaces (**Figure 5**). This composition reduces perceived scale and allows the development to integrate more comfortably with its surroundings. Deep recesses and private balconies create shaded, breezy circulation spaces that improve passive environmental performance and visual connection to the surrounding landscape.

Figure 5 – View from University Drive



Source: DKO Architecture

2.2.3 Façade Treatment and Materiality

The proposed external finishes are made up of durable, low-maintenance materials, including precast and textured concrete and terracotta brick tile, as shown above in **Figure 5**. A combination of horizontal and vertical screening elements adds depth and provides shading, while deep façade recesses further articulate the building and support thermal comfort. The colour palette uses soft neutral tones that complement the existing and emerging character of Meadowbrook.

2.2.4 Acoustic Treatments

The design responds to the site's acoustic constraints arising from the adjoining motorway. Generous landscaped buffers are located along sensitive boundaries at ground level, creating a layered transition between infrastructure and residential areas. These planted setbacks mitigate noise impacts and create a more protected setting for residents.

Moreover, the acoustic wall and layered planting provided to the west of the communal open space ensures acoustic and visual impacts resulting from the Logan Motorway entry ramp are mitigated. Further details are included in the Acoustic Report in **Appendix I**.

2.2.5 Subtropical and Environmental Design Response

Subtropical climate conditions have informed the design response, particularly the site's north-south orientation and extensive western façades. Passive design measures address solar exposure, including deep, full-width balconies that shade habitable rooms and targeted shading devices to manage north-eastern and north-western sun. These strategies limit heat gain, improve resident comfort and enhance the building's overall environmental performance. The built form adopts a subtropical palette, illustrated in **Figure 6**.

Figure 6 – Subtropical Planting



Source: DKO Architecture

2.3 Specialist Information

The design of the proposed development has carefully considered specialist advice and been informed by numerous technical investigations. A summary of the key findings of each of the technical reports is provided below.

The complete list of specialist reports is included in the following attachments:

- **Attachment F** – Landscape Report, prepared by DKO Landscape;
- **Attachment G** – Transport Engineering Report, prepared by Colliers;
- **Attachment H** – Operational Waste Management Plan, prepared by Colliers;
- **Attachment I** – Acoustic Report, prepared by Acoustic Works.

A summary of the specialist reports is provided below.

2.3.1 Landscape Report

A Landscape Report has been prepared by *DKO Architecture* and has been included as **Attachment F** to this report. The design incorporates extensive subtropical planting which responds to the cues from the local context. This approach helps to moderate the scale between the proposed development and neighbouring residential buildings and reinforces a strong sense of place.

In addition to the identification of the specific landscaping typologies and quantities, the Landscape Report also provides information on the intended soil depths, planting species and planting strategy.

2.3.2 Transport Engineering Report

A Transport Engineering Report has been prepared by *Colliers* and has been included as **Attachment G** of this report. The report has been prepared to assess the perceived impacts the development has on the

surrounding transport network, car parking, and access provisions for the site. The development proposal includes the following transport elements:

Parking

- A total of eighty (80) residential spaces, including two (2) PWD spaces are proposed across the ground level. While this outcome represents a performance solution to the provisions of the Planning Scheme, the proposed rate is consistent with the Queensland Social Housing Guideline (QSHG) and the Preliminary Approval, whereby one covered car parking space per dwelling is required and considered sufficient to accommodate parking demand generated by residents and visitors. Acknowledging this, the proposed parking rate sufficiently satisfies the demand generated by the proposed development.

Access

- Vehicular access to University Drive is proposed at the northeastern end of the site frontage via a 6.2m type General Wide Flared driveway crossover. This access will accommodate vehicles up to the size of a 10.3m RCV with left-in/left-out movements only.
- Pedestrian access to the University Drive frontage is proposed via footpath linkages.
- Cyclist access to University Drive frontage is proposed via the footpath/vehicular driveway.
- The proposed University Drive access arrangements are generally consistent with the provisions of the AS2890, with the exception of performance solutions for minimum queuing provisions. These represent minor performance design solutions, and thus the car parking layout is acceptable for the proposal.

Servicing

- The proposed development allows occasional access for vehicles up to the size of an 8.8m Medium Rigid Vehicle (MRV) and regular access for vehicles up to the size of a 10.3m rear-loader Refuse Collection Vehicle (RCV). Formal loading provisions for vehicles up to the size of a RCV are also provided.
- This arrangement presents a performance-based solution for the occasional service vehicle requirement and is considered suitable for the development and acceptable from a traffic engineering perspective.

Public and Active Transport

- The site benefits from access to public transport services, bus and train connections and recent upgrades to the intersection of Loganlea Road and University Drive, including the introduction of dedicated cycle lanes and supporting infrastructure.
- A quantum of 27 residential bicycle spaces and 7 visitor bicycle spaces are proposed, which suitably satisfies the minimum provisions of the Planning Scheme.

2.3.3 Operational Waste Management Plan

An Operational Waste Management Plan ('WMP') has been prepared by *Colliers* and is included as **Attachment H**. The WMP outlines the proposed waste management strategies, including generation, number of bins, equipment and servicing. In summary:

- The development is expected to generate a combined total of 11,200L of general waste and 5,600L of recycling per week.
- All refuse generated by the development will be stored in bins located within a dedicated refuse storage area at the ground level with the following arrangements:
 - General waste: 10 x 1,100L bins, collected once per week;
 - Recycling: 5 x 1,100L bins, collected once per week.
- Residents occupying ground-floor apartment units will dispose of their refuse directly into the bulk waste and recycling bins located within the central refuse room. Residents occupying apartments on Levels 1 to 5 will dispose of their refuse via the dedicated refuse chute hoppers located on each

respective level. Waste unsuitable for disposal via the refuse chutes will be transported vertically by residents using the passenger lifts and deposited into the appropriate bulk bins within the refuse room.

- Building management will be responsible for the rotation of bins underneath the chute and on the linear conveyer as well as the rotation of the bulk bins within the refuse room.
- All refuse will be collected by council's appointed collections contractor utilising rear loading RCV.

2.3.4 Acoustic Report

An Acoustic Report has been prepared by Acoustic Works for the proposed development and is included in **Attachment I**. The following notable recommendations have been provided:

- Acoustic barriers are recommended to be constructed along the nominated locations at the interface with the Logan Motorway. The height of the acoustic barrier is to be 4.2 metres. The base RL of the barrier is taken to be at the ground level of the site;
- All balconies exceeding the free field criteria should be constructed with a solid balustrade excluding gaps required for drainage purposes and highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks.

3

Pre- lodgement Engagement

3 Pre-lodgement Engagement

Two formal pre-lodgement meetings have been held with Logan City Council on 3 November 2025 and 3 February 2026 respectively, to discuss the proposed development and to confirm the suitability of the site and concept for social and affordable housing.

Council officers acknowledged the proposal as a positive opportunity to achieve uplift in residential density on University Drive, where balanced with strong design quality, meaningful open space, and a demonstrable community benefit.

The meetings provided valuable guidance on Council's expectations for built form, amenity and site design. Key matters discussed included:

- Built form and design (visual bulk, articulation, lacking CPTED principles);
- Private open space and communal open space;
- Refuse collection and servicing arrangements.

Following these meeting, the project team undertook several iterations of detailed design refinements to incorporate to Council's feedback. These refinements have been incorporated into the development application and are reflected in the updated architectural and technical documentation accompanying this report.

Key design amendments made in response to Council's advice include:

- Refined building articulation and façade modulation to reduce perceived bulk, improve visual interest, and reinforce the residential character of the development;
- Increase in communal open space to achieve compliance with the acceptable outcome;
- Increase in the extent of private open space for each unit, with a particular focus placed on demonstrating the usability and functionality of each space.

Critically, the Applicant has engaged extensively and proactively with relevant departments of Logan City Council throughout the design development process in an effort to frontload the assessment of the development application. This has included the submission and review of amended plans and supporting material in response to matters raised during the pre-lodgement process. Council officers have subsequently reviewed the amended design outcomes, with feedback indicating that the frontloading process has been highly successful and that the key issues identified through the pre-lodgement discussions have been satisfactorily resolved or substantially addressed through the evolution of the proposal.



4 State Planning Framework

4 State Planning Framework

A summary of compliance with the relevant state planning instruments is outlined in the table below.

Instrument / Assessment Benchmark	Date of Instrument	Assessment
State Planning Policy (SPP)	3 July 2017	Section 2.1 of the Planning Scheme confirms all elements of the SPP have been fully integrated into the Planning Scheme. The SPP is therefore not a relevant assessment benchmark for the purpose of assessing this development application.
South East Queensland Regional Plan (ShapingSEQ 2023)	15 December 2023	The site is located within the Urban Footprint area of the regional plan. When considering the nature of the proposal, the development accords with the objectives of the Urban Footprint and therefore facilitates an outcome consistent with the Regional Plan.
Referral Agencies & State Development Assessment Provisions Version 3.6 (SDAP)	27 April 2026	The site is within 25m of a State-controlled road. The proposed development therefore requires referral to SARA under Schedule 10 of the Planning Regulation 2017.

5

Local Planning Framework

5 Local Planning Framework

The proposed development is subject to a Preliminary Approval overriding the Planning Scheme (Council Ref.: MCUI/48/2025) under Section 3.1.6 of the Integrated Planning Act 1997 and is to be in accordance with the endorsed University Drive Development Scheme.

The University Drive Development Scheme (the 'UDDS') provides additional and/or alternative planning provisions to the Logan City Council Planning Scheme. Where the UDDS does not provide specific provisions, the Logan Planning Scheme 2015 (the 'Planning Scheme') applies.

Where there is a conflict with the requirements of the Planning Scheme, the UDDS takes precedence.

The following sections of this report provide an assessment of the proposed development against the relevant assessment benchmarks in the UDDS.

5.1 Defined Lane Uses

The proposed development involves a Multiple Dwelling Use. The Planning Scheme defines this use as follows:

Multiple Dwelling means a residential use of premises involving 3 or more dwellings, whether attached or detached, for separate households.

The proposed development satisfies this definition by providing a combination of self-contained social and affordable units.

5.2 Zoning

Under the UDDS, the site is identified within the **University Drive Residential Precinct (UDRP)**. The intent of the UDDS is to apply the development assessment benchmarks of the Medium Density Residential Zone Code, per Planning Scheme, to the UDRP area. This replaces the existing assessment benchmarks applicable to its zoning, being the **Community Facilities Zone (Education Precinct)** under the Planning Scheme, with the UDRP Plan of Development.

An extract of the UDRP Area Plan is provided below (**Figure 4**).

Figure 7 – UDRP Area Plan



Source: University Drive Development Scheme, 2026

5.3 Overlays

Parts of the site are identified within the following overlays. Overlays which are mapped on the site but are not located within the development footprint (and are therefore not relevant for the purposes of assessment of this development application) are shown in green.

Table 5 – Overlays

Overlays	Sub-Category
Acid Sulfate Soils	0101B – Acid Sulfate Above 5–20 Metres AHD
Biodiversity Areas	0201A (BIODIV) Primary Vegetation Management Area 0204B (BIODIV) Matters of Local Environmental Significance
Flood Hazard	0502A (Flood TLPI 1–2024) High Flow Area 0504A (Flood TLPI 1–2024) High Risk Area 0504B (Flood TLPI 1–2024) Moderate Risk Area
Landslide Hazard	0801D (LH/SS) 15 Percent or Greater Slope Hazard Area
Transport Noise Corridors	1201A – State Road Transport Noise Corridor
Waterway Corridor	1401D (WCW) Minor Waterway Area

5.4 Category of Development and Assessment

5.4.1 Category of Development

There are three categories of development under the Planning Act. These are Accepted Development, Assessable Development and Prohibited Development.

The University Drive Development Scheme, acting as the Categorising Instrument, determines that the category of development for the proposed development is Assessable Development.

5.4.2 Category of Assessment

The Category of Assessment for the development is determined by the University Drive Development Scheme, and the Planning Regulation 2017. **Table 5** below sets out the categorisations provided by Part 5 of the Planning Scheme as well as Schedule 10 of the Planning Regulation 2017 for the changed development aspects.

Table 6 – Overlays

Aspect of Development	Categorising Provisions	Category of Assessment
Material Change of Use for Multiple Dwelling	<i>Table 1</i> identifies the categories of development and assessment, assessment benchmarks for assessable development and requirements for accepted development within the University Drive Residential Precinct for Material Changes of Use. As outlined in <i>Table 1</i>, a Multiple Dwelling is an anticipated use in the University Drive Residential Precinct.	Code Assessment

5.5 Category of Development

5.5.1 Relevant Codes

The codes listed in the table below are the parts of the Logan Planning Scheme 2015 that are most relevant to the assessment of this application. The Planning Scheme assessment benchmarks for the proposed development are summarised in the table below:

Table 7 – Overlays

Primary Codes	Secondary Codes	Overlay Codes
- Community Facilities zone code; - Multiple dwelling, rooming accommodation and short-term accommodation code; - University Drive Development Scheme.	- Filling and excavation code; - Infrastructure code; - Landscape code; - Servicing, access and parking code.	- Acid sulfate soils overlay code; - Flood hazard overlay code.

5.6 Assessment Summary

A comprehensive assessment of the proposed development against the relevant codes is enclosed within **Attachment D**. This assessment demonstrates that the proposed development complies with, or can be conditioned to comply with, the relevant assessment benchmarks. A summary of this assessment is provided in the table below. Additional information regarding the key planning matters requiring further discussion is provided in **Section 6**.

Table 8 – Overlays

Key Matters	Acceptable Outcome	Proposed	Compliance
Building Height	25m	6 storeys (19.7m)	Complies with Acceptable Outcome of the UDRP
Site Cover	60% of the site area	26.98% of the site area	Complies with Acceptable Outcome of the UDRP
Front Setback	4m	Between 2.67m and 16.04m	Complies with POI of the UDRP. Refer to Section 6 for further detail.
Side Setbacks (m)	1.5m	Between 2.57m and 9.90m	Complies with Acceptable Outcome of the UDRP
Rear Setback	1.5m	N/A	N/A
Deep Planting	10%	28%	Complies with the Acceptable Outcome
Car Parking	80 covered spaces	80 covered spaces	Complies with AOI of the Servicing, Access and Parking Code.

Private Open Space	A minimum of 25m ² for each dwelling at ground floor. A minimum of 15m ² balcony for each dwelling above ground floor	Between 10m ² and 23m ²	Complies with PO6 of the Multiple Dwelling Code. Refer to Section 6 for further detail.
Communal Open Space	20% of the site area	24% of the site area (1,287m ²)	Complies with AO7 of the Multiple Dwelling to Code.

5.7 Local Government Infrastructure Plan

The Local Government Infrastructure Plan ("LGIP") integrates and coordinates land use planning and infrastructure planning and ensures the trunk infrastructure is planned and provided in an efficient and orderly manner. The LGIP does not identify any future infrastructure which affects or is proximate to the site.

6

Key Planning Matters

6 Key Planning Matters

The proposal complies with the planning framework, including the applicable assessment benchmarks of the Preliminary Approval and the Planning Scheme.

In most circumstances, this is achieved through compliance with the prescribed Acceptable Outcomes within the applicable assessment benchmarks. The Acceptable Outcomes are prescriptive measurable criteria for development and represent one way of achieving Performance Outcomes.

There are a few instances where the proposal involves alternative solutions to the Acceptable Outcomes which comply with the relevant Performance Outcomes and therefore the Purpose and Overall Outcomes of the relevant code under the Planning Scheme.

The following sections of this report provide further discussion about the key planning considerations for the proposed development. This is to assist Council and the community to better understand and assess the merits of the proposed development.

The Key Planning matters include:

- Private Open Space; and
- Front Setback.

6.1 Private Open Space

Acceptable Outcome AO6 of the Multiple dwelling, Rooming accommodation, and Short-term accommodation code requires the following private open space (POS) outcomes for apartments:

- *A minimum of 25m² for each dwelling at ground floor.*
- *A minimum of 15m² balcony for each dwelling above ground floor.*

The proposal provides for private open space areas between **10m² and 23m²**. The proposal therefore seeks a performance outcome aligning with the following:

PO6

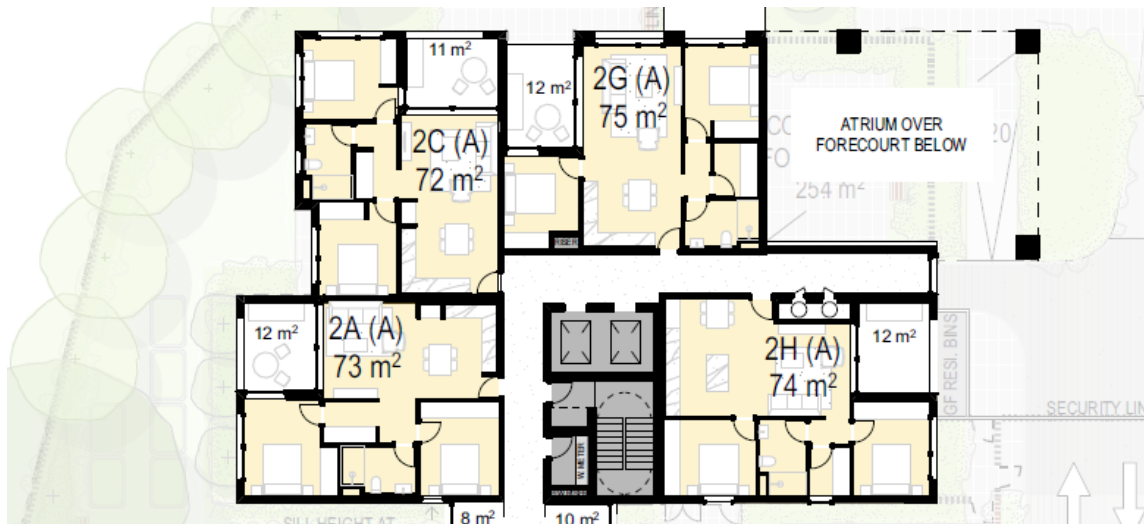
A Multiple dwelling provides private open space for each dwelling that:

- a. is well-proportioned and functional;*
- b. promotes outdoor living as an extension of the dwelling.*

On balance, the proposed POS areas for each unit will be genuinely usable and functional spaces. The units have been efficiently designed, with modest internal floor areas reflective of the social and affordable housing typology. The balcony dimensions are proportionate to these internal living environments. Providing larger balconies would create a spatial imbalance between internal and external areas and would not align with the scale, affordability objectives or anticipated use patterns of the dwellings.

The proposed POS areas prioritise usability over excess area, ensuring sufficient depth and width to allow furniture placement, circulation, and safe access from internal living spaces. The architectural plans clearly demonstrate this through the inclusion of tables and chairs within each balcony, confirming that the spaces can comfortably accommodate passive recreation, casual dining, and outlook (shown below in **Figure 8**).

Figure 8 – Proposed POS Example



Source: DKO Architecture

Aligning with the Queensland social housing design guidelines, residents of this type of development are expected to rely more heavily on internal living spaces, shared communal areas, and nearby public open space, which further reduces reliance on large POS areas. The proposal responds to this by delivering functional, well-proportioned balconies that complement, rather than substitute, other forms of amenity. The usability of the communal open space areas provided through this development have also been further enhanced to supplement this.

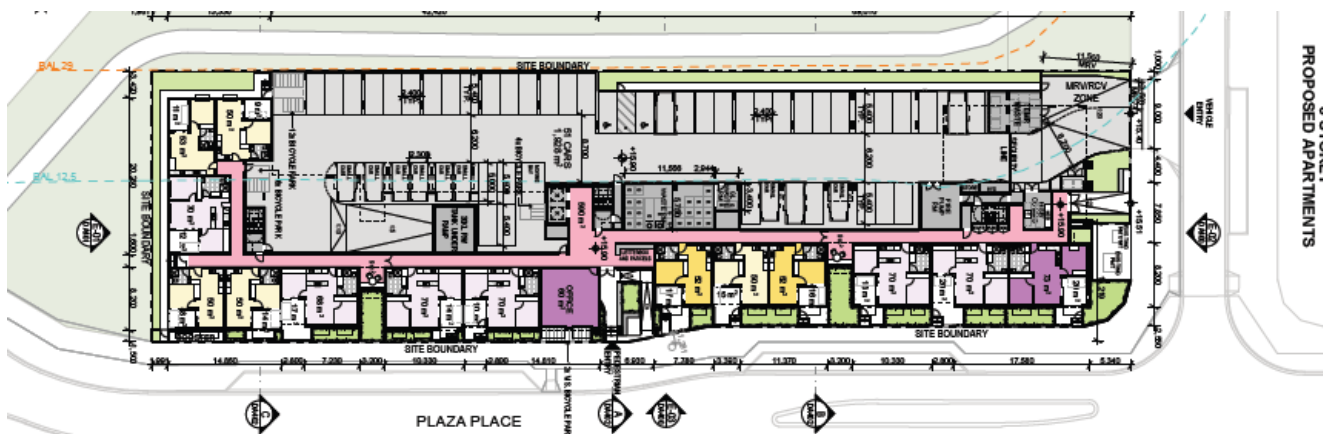
These external areas will be visible from several road frontages, including the Logan Motorway. Based on experience with comparable developments, oversized balconies in affordable housing projects frequently become used for bulk storage of personal items, resulting in visual clutter within the façade. Appropriately scaled balconies reduce the likelihood of unsightly storage accumulation and assist in maintaining an orderly, well-presented building form. This outcome positively contributes to streetscape quality and reinforces community confidence in higher density affordable housing outcomes.

The proposal ultimately reflects best-practice contemporary affordable housing design, where reduced private balcony areas are commonly accepted to balance cost, density, and liveability. This has been reflected through the following social and affordable developments throughout Australia (noting this list is not exhaustive):

41 Plaza Place, Carseldine (QLD)

Balcony size range: 8m² – 27m²

Figure 9 – POS Positioning

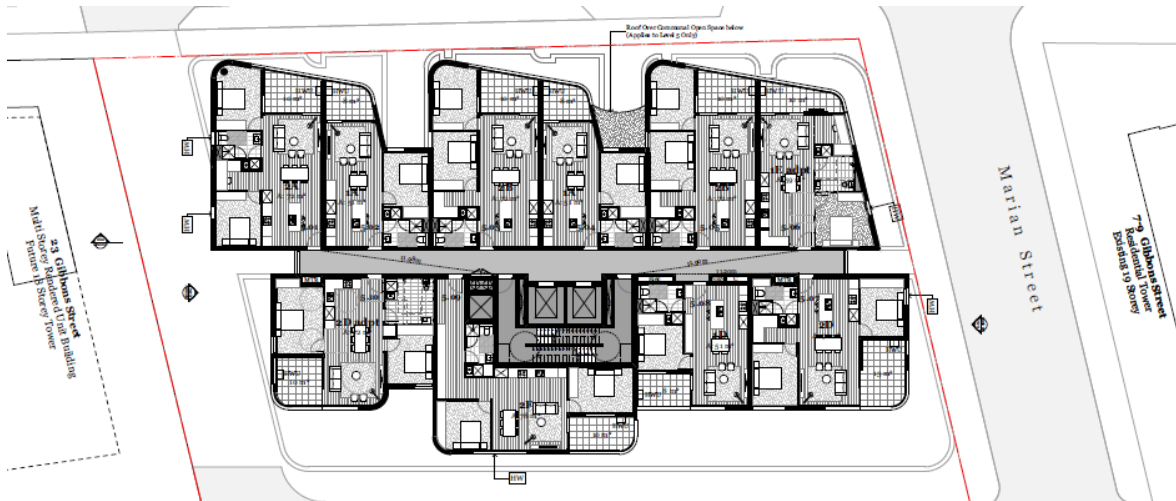


Source: DKO Architecture

Gibbons Street, Redfern (NSW)

Balcony size range: 8m² – 13m²

Figure 10 – POS Positioning

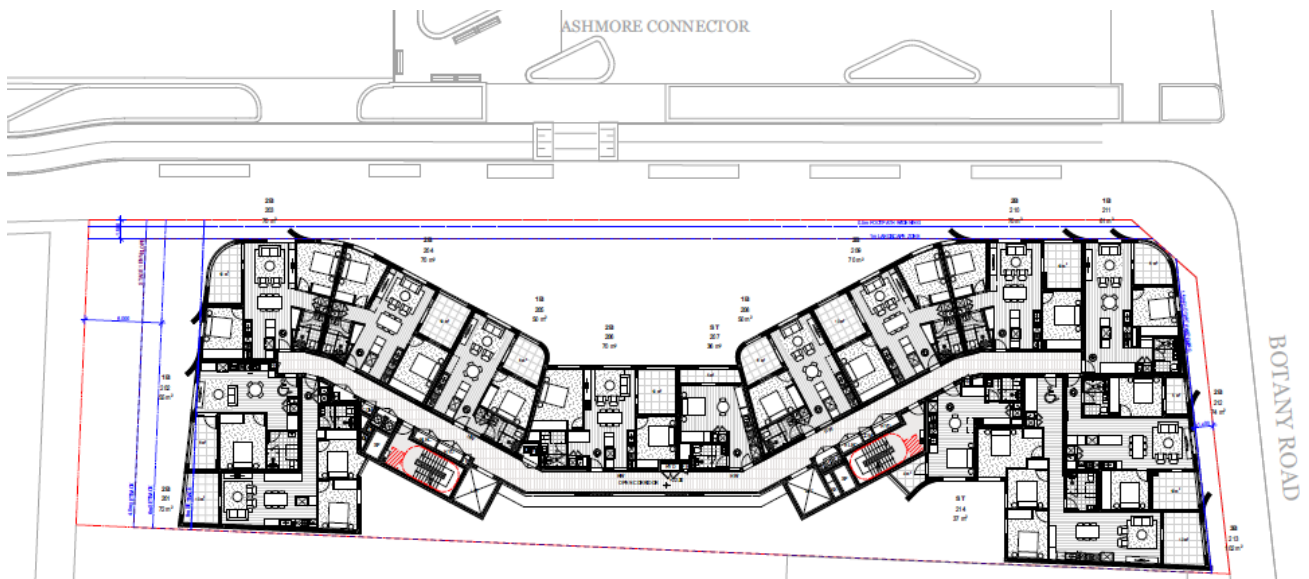


Source: DKO Architecture

Botany Road, Alexandria (NSW)

Balcony size range: 5m² – 16m²

Figure 11 – POS Positioning

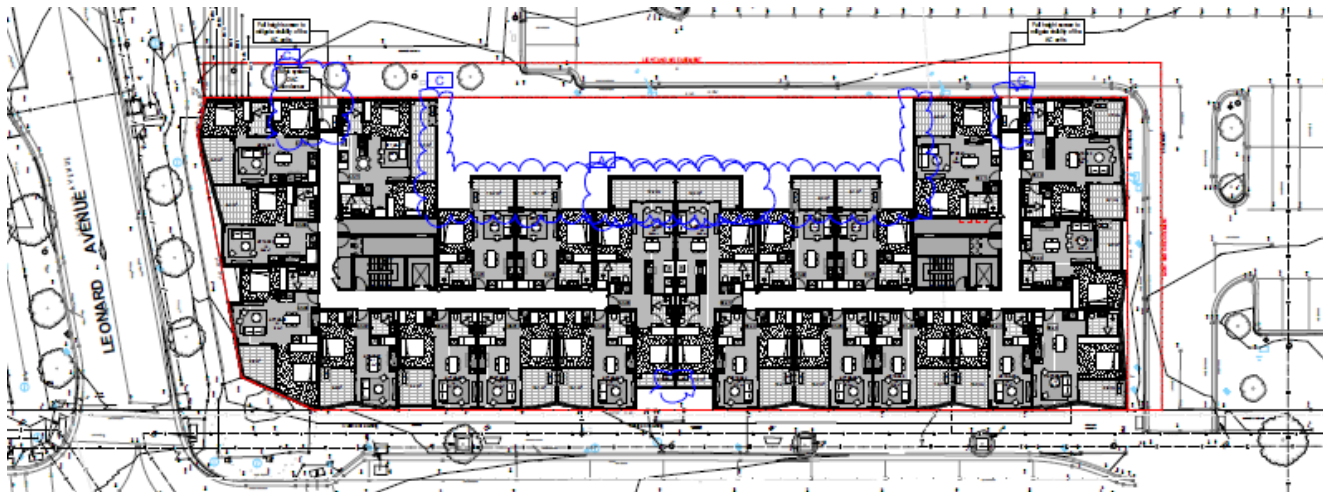


Source: DKO Architecture

Douglas Street, Noble Park (VIC)

Balcony size range: 7.5m² – 16m²

Figure 12 – POS Positioning



Source: DKO Architecture

Reduced POS areas in this instance ultimately support broader planning objectives to deliver diverse housing choice, respond to housing stress, and facilitate more inclusive communities across Logan. Accordingly, the proposed POS areas are fit-for-purpose, functional, and represent a reasonable and justified variation that achieves the intent of the planning scheme and broader affordable housing objectives.

6.2 Front Setback

Acceptable Outcome AO1 of the University Drive Development Scheme requires the following front setback:

AO1

Development, other than an existing lawful building, provides a road boundary clearance:

- (a) a minimum of 4.0 metres; or*
- (b) where the building or structure aligns with the building setback of one or more adjoining buildings.*

The proposal provides for a front setback of 2.57m at the corner of the Logan Motorway entry ramp and University Drive. The proposal therefore seeks a performance outcome aligning with the following:

PO1

Development provides a road boundary clearance that:

- (a) clearly defines private and public space;*
- (b) assists in achieving visual privacy to ground floor dwellings from the street;*
- (c) contributes to the streetscape character and landscape;*
- (d) relates to the existing streetscape and setback pattern.*

The proposed outcome achieves the intent of PO1 through a considered and site-responsive design outcome.

In relation to PO1(a), the reduced setback is supported by a strong landscape and built form interface that clearly distinguishes communal and private spaces. Integrated planting and the arrangement of communal spaces at the ground level establish a legible boundary between the street and the proposed building.

With respect to PO1(b), ground floor dwellings and communal areas incorporate landscape buffers, building articulation and controlled openings. These measures limit direct sightlines from University Drive and the motorway entry ramp, ensuring that visual privacy is maintained despite the reduced setback.

In accordance with POI(c), the proposed front setback positively contributes to the University Drive street edge. The proposal incorporates high quality landscaping within the setback zone, including planted buffers and canopy trees, which soften the built form and improve the pedestrian environment.

Regarding POI(d), the site occupies a corner site, uniquely positioned between an established residential area major road and commercial infrastructure. As a result, setback patterns in the immediate vicinity are varied. The proposed setback responds to this context by aligning the building with the street edge and incorporating landscaping and architectural treatments that provide a strong visual reference to established development pattern and improve the quality of the streetscape.

In view of this, the proposed setback delivers a well-considered outcome that responds to the locational context and protects residential amenity.

7 Conclusion

Urbis Ltd, has prepared this town planning report in support of a development application on behalf of SGCH Meadowbrook Limited (SGCH) (the '**Applicant**'). The land subject to this development application comprises part of a single allotment at 35 University Drive, Meadowbrook, formally described as Lot 100 on SP312822 (the '**Site**').

The proposed development comprises a six (6) storey apartment building delivering a total of 80 dwellings. This includes 38 affordable housing units, comprising 13 one-bedroom and 25 two-bedroom apartments, and 42 social housing units, comprising 21 one-bedroom and 21 two-bedroom apartments. The proposal represents a meaningful contribution to the supply of social and affordable housing within the Logan locality.

The design responds to the site's prominent position along University Drive and within the Meadowbrook suburb. It reflects feedback obtained through pre-lodgement engagement with Logan City Council and delivers a high-quality subtropical architectural outcome, generous communal open spaces and a residential scale that integrates with the surrounding low- to low-medium density neighbourhood. Overall, the proposal contributes positively to local urban design outcomes, neighbourhood character and long-term social resilience.

The site is subject to a Preliminary Approval involving a variation which overrides the Planning Scheme. As such, the University Drive Development Scheme regulates development of the site. In accordance with the Development Scheme, the proposed development is subject to Code Assessment.

Under Section 45(3) of the Planning Act, the assessment of Code Assessable applications:

A code assessment is an assessment that must be carried out only –

- (a) Against the assessment benchmarks in a categorising instrument for the development; and*
- (b) Having regard to any matters prescribed by regulation for this subparagraph.*

Development subject to Code Assessment is a bounded assessment only against the assessment benchmarks in a categorising instrument, whilst having regard to the matters prescribed by regulation. If an application complies with the prescribed assessment benchmarks, approval must be granted.

Relevantly, the proposed development achieves compliance with the relevant prescribed assessment benchmarks. It is therefore the Applicant's position that Section 60(2)(a) of the Planning Act 2016 is engaged because there is compliance with the applicable assessment benchmarks.

This report and associated appendices provide a detailed assessment of the proposed development against benchmarks.

Disclaimer

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

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

Attachment A – Property Searches

Attachment B – Landowner’s Consent

Attachment C – DA Form 1

Attachment D – Code Assessment

Attachment E – Architectural Plans

Attachment F – Landscape Report

Attachment G – Transport Engineering Report

Attachment H – Operational Waste Management Plan

Attachment I – Acoustic Report



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