

Town Planning Report

*PDA Development Application
for Reconfiguring a Lot for
Subdivision (1 into 11) at 4717–
4731 Mount Lindesay Highway,
North Maclean QLD 4280*

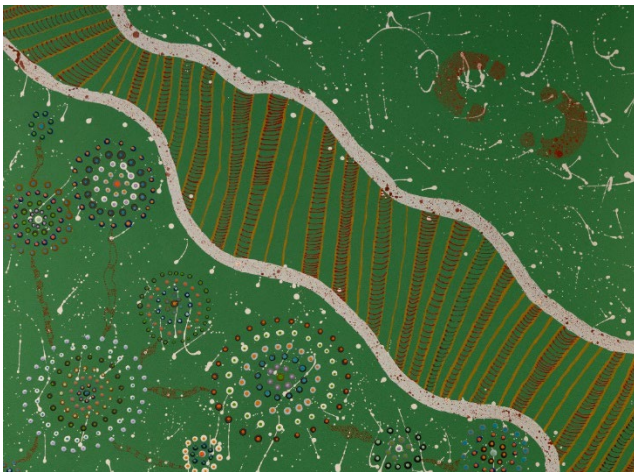
Urbis staff responsible for this report were:

Associate Director Erin Brooks
Senior Consultant Jorja Feldt
Consultant Natalia Grodek
Project Code P0068366
Report Number VI

Acknowledgment of Country

Urbis acknowledges the Traditional Custodians of the lands we operate on. We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years. We pay our respects to First Nations Elders, past and present.

Urbis is committed to incorporating our respect for First Nations cultures, peoples and storytelling in our work across the Country. We are proud to have partnered with Darug Nation artist, **Hayley Pigram**, and to profile her artwork – **Sacred River Dreaming**.



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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Contents

Executive Summary	4
Key Details	4
Applicant Details	4
1 Introduction	7
2 The Site	9
2.1 Site Details	9
2.2 Site and Surrounding Locality	9
2.3 Greater Flagstone Urban Development Area 10	
2.4 North Maclean Context Plan	11
2.5 Land Zoning	12
3 Development Application Context	15
3.1 Preliminary Approval (Lot 3 to 6)	15
4 The Proposal	18
4.1 Category of Assessment	19
5 Statutory Planning Framework	21
5.1 Legislative Framework	21
5.2 Purpose of the Economic Development Act	21
5.3 State Interests	21
6 Greater Flagstone Development Scheme	24
6.1 North Maclean Context Plan	25
6.2 EDQ Guidelines	27
7 Infrastructure Plans	29
7.1 Local Infrastructure	29
7.2 Flooding and Stormwater	31
7.3 Earthworks	Error! Bookmark not defined.
7.4 Electrical & Telecommunications	32
7.5 Sub Regional Infrastructure	32
8 Conclusion	34
Disclaimer	35

Appendices

Appendix A – Development Application Form

Appendix B – Title Search

Appendix C – Owners Consent

Appendix D – Proposed Reconfiguration Plans

Appendix E – Civil Engineering Report

Figures

Figure 1 – Subject Site (outlined in green)9

Figure 2 – North Maclean Locality (site outlined in green) 10

Figure 3 – Greater Flagstone PDA Boundary11

Figure 4 – North Maclean Context Plan (approximate extent of site outlined in green)12

Figure 5 – Land Use Plan Map (approximate extent of the site outlined in blue) 13

Figure 6 – Approved Design Guideline (DEV2024/1558) 15

Figure 7 – Approved Infrastructure Masterplan (DEV2024/1558) 16

Figure 8 – Proposed Reconfiguring Plan 18

Figure 9 – Trunk Sewer Infrastructure Map (North Maclean) (Extract from DCOP)..... 30

Figure 10 – Trunk Sewer Infrastructure Map (North Maclean) (Extract from Preliminary Approval – DEV2024/1558) 31

Tables

Table 1 – Development Approval Sought4

Table 2 – Key Details.....4

Table 3 – Site Details9

Table 4 – Proposed Reconfiguration of Lots 18

Table 5 – Assessment against the Development Scheme Vision Statement..... 24

Table 6 – Assessment against the North Maclean Context Plan..... 25

Table 7 – EDQ Guidelines and Practice Notes..... 27

Executive Summary

This report has been prepared by Urbis on behalf of NM43 Pty Ltd & NM44 Pty Ltd ('the Applicant') in support of a Priority Development Area (PDA) Development Application under the *Economic Development Act 2012*. The proposed development seeks approval for a Development Permit for Reconfiguring a Lot for Subdivision (1 into 11 lots) and the construction of a new internal road to service the proposed lots.

The internal road will terminate at Lots 1 and 5 and incorporate a cul-de-sac to facilitate appropriate vehicle turning movements. Access to the development will be provided via the future industrial collector road located to the east of the site.

In summary, the application seeks the following development approvals:

Table 1 – Development Approval Sought

Aspect of Development	Development Approval Sought	Category of Assessment
Reconfiguring a Lot for Subdivision (1 into 11 lots)	PDA Development Permit	Permissible Development

Key Details

Table 2 – Key Details

Key Details	Proposal Detail
Address of Site	4717–4731 Mount Lindesay Highway, North Maclean QLD 4280
Real Property Description	Lot 5 on RP137101
Zone	Industry and Business Zone
Proposed Development	Reconfiguring a Lot for Subdivision (1 into 11 lots)
Level of Assessment	PDA Assessable Development (Permissible Development)

Applicant Details

Applicant	Urbis Contact Details	Urbis Reference Number
NM43 Pty Ltd & NM44 Pty Ltd C/- Urbis Ltd	Level 32, 300 George Street, Brisbane City QLD 4000 Jorja Feldt Natalia Grodek jfeldt@urbis.com.au ngrodek@urbis.com.au (07) 3007 3800	P0068366

Reasons for Approval

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

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

1 Introduction

1 Introduction

Urbis Ltd has been engaged by *NM43 Pty Ltd & NM44 Pty Ltd* (the 'Applicant') to prepare this Priority Development Area (PDA) Development Application for land located at 4717–4731 Mount Lindesay Highway, North Maclean, more formally described as Lot 5 on RPI37101.

This development application specifically seeks a development permit for a Reconfiguring a Lot for Subdivision (1 lot into 11 lots).

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

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

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

- **Appendix A** – Development Application Form;
- **Appendix B** – Title Search;
- **Appendix C** – Owners Consent; and
- **Appendix D** – Proposed Reconfiguration Plans, prepared by *Urbis*.

A Civil Engineering Report is being prepared by Burchills Engineering Solutions to accompany the development application and will be provided in due course.

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

The assessment contained herein has determined that the proposed development is appropriate, complies with the relevant assessment criteria and will not prejudice the future long-term development of the PDA.

MEDQ's approval of the application is therefore sought, subject to reasonable and relevant conditions.

2 The Site

2 The Site

2.1 Site Details

Key details of the site are as follows:

Table 3 – Site Details

Category	Description
Site Address	4717–4731 Mount Lindesay Highway, North Maclean
Real Property Description	Lot 5 on RP137101
Site Area	40,280m ²
Land Owner	Gan Yee Haug
Easements	There are no easements that burden or benefit the site. For further details, refer to Appendix B – Title Search .
Existing Land Use	Vacant Land

Figure 1 – Subject Site (outlined in green)



Source: Nearmap, December 2025

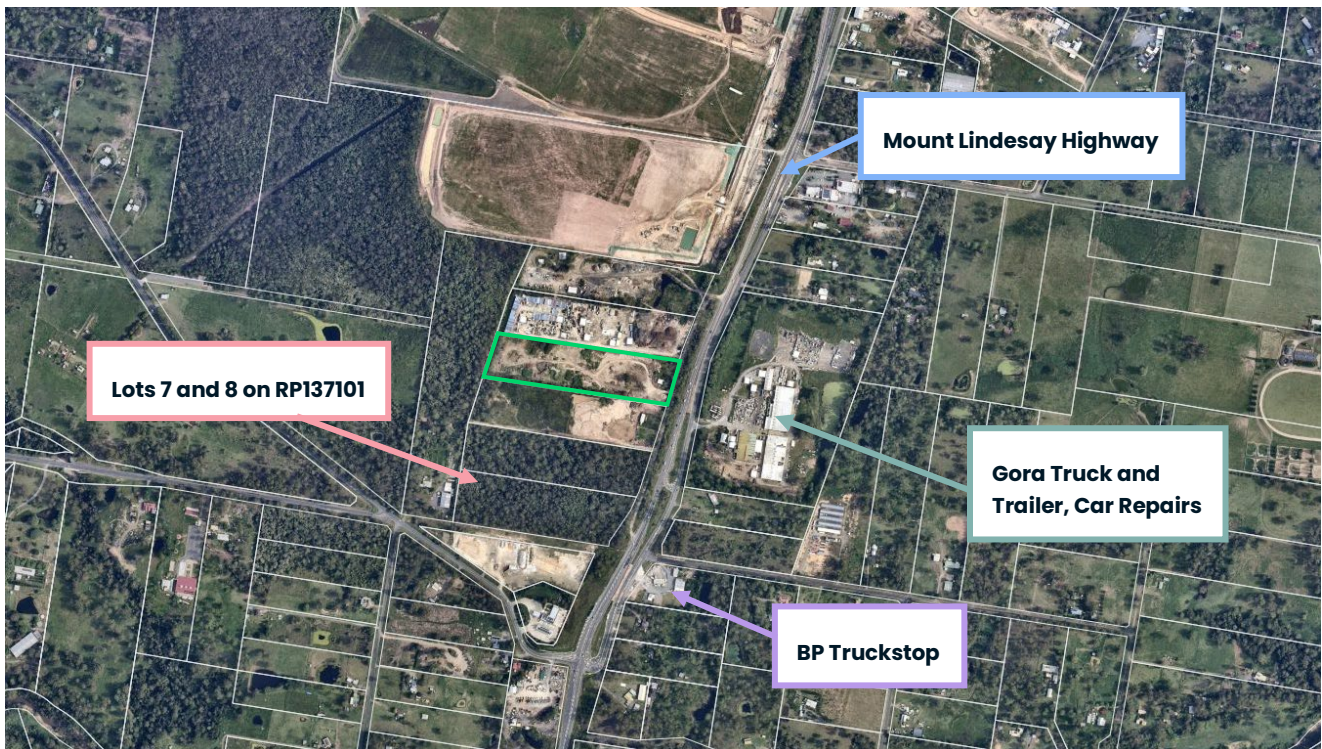
2.2 Site and Surrounding Locality

The site is located in the suburb of North Maclean, and more specifically within the Greater Flagstone PDA. The site is connected to the road network where lawful access is provided via an unsealed service road leading from the Mount Lindesay Highway. The site is not currently connected to reticulated water supply or sewerage infrastructure. However, these services are proposed to be extended to the site as part of the planned infrastructure rollout for the broader PDA. Telecommunications and electricity infrastructure are available along the site's frontage, although connections to the site have not yet been established.

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

- **North** – The site adjoins Lot 4 on RP137101. Further north is Lot 39 on SP258739, which forms part of the approved Charter Hall industrial estate which is in the process of being developed.
- **East** – The eastern context includes a mix of commercial and industrial uses, including Horizon Towing and Logistics, Gora Truck and Trailer Repair and the BP Truckstop.
- **South** – To the south, the site adjoins Lot 6 on RP127101, which is currently vacant and undeveloped. Further south are Lots 7 and 8 on RP137101, which are the subject of an application currently under assessment for Reconfiguring a Lot (2 into 16).
- **West** – The western boundary adjoins a mapped biodiversity corridor area as illustrated in the endorsed North Maclean Context Plan.

Figure 2 – North Maclean Locality (site outlined in green)

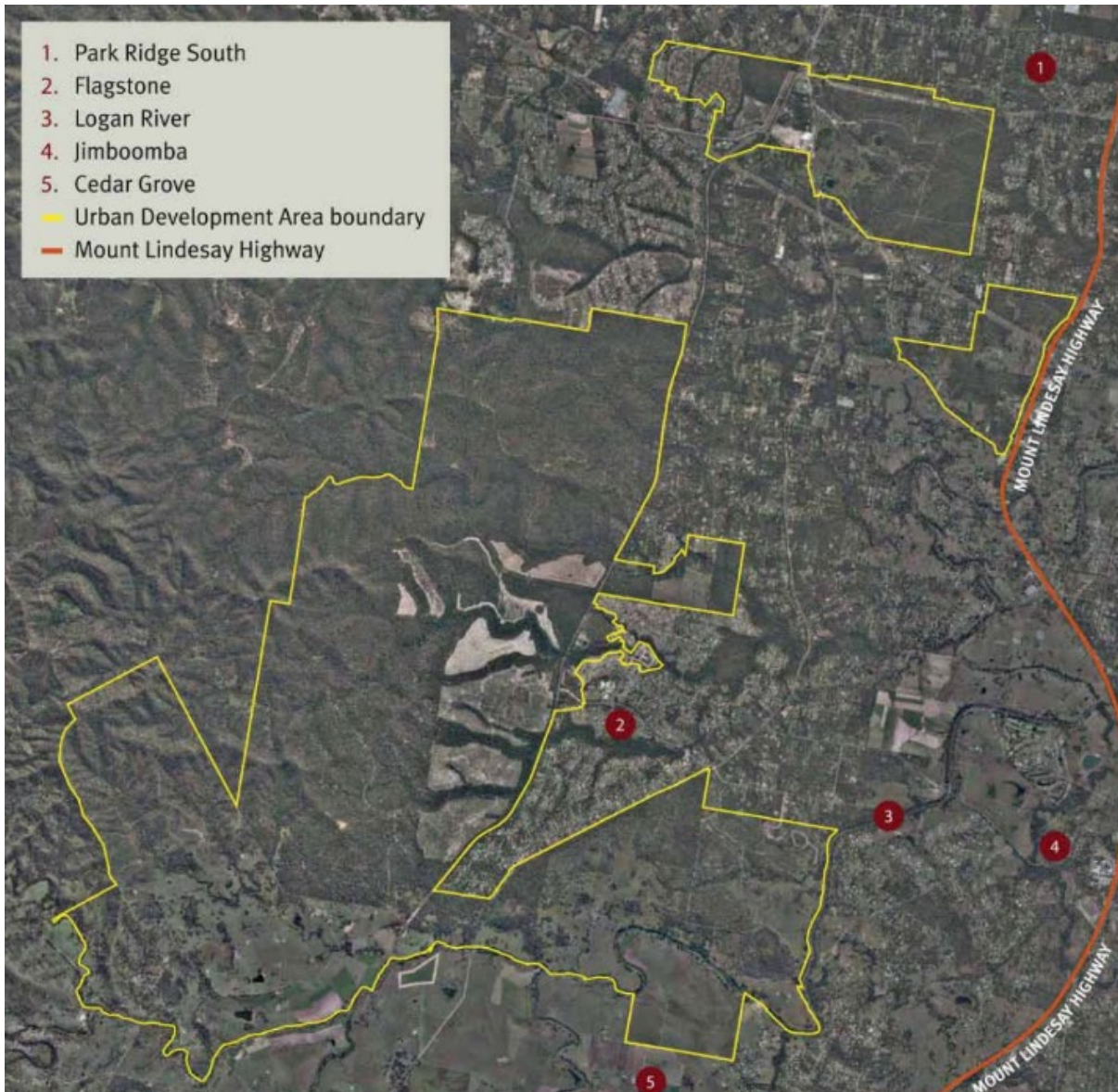


Source: Nearmap, December 2025

2.3 Greater Flagstone Urban Development Area

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

Figure 3 – Greater Flagstone PDA Boundary



Source: Greater Flagstone PDA

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

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

2.4 North Maclean Context Plan

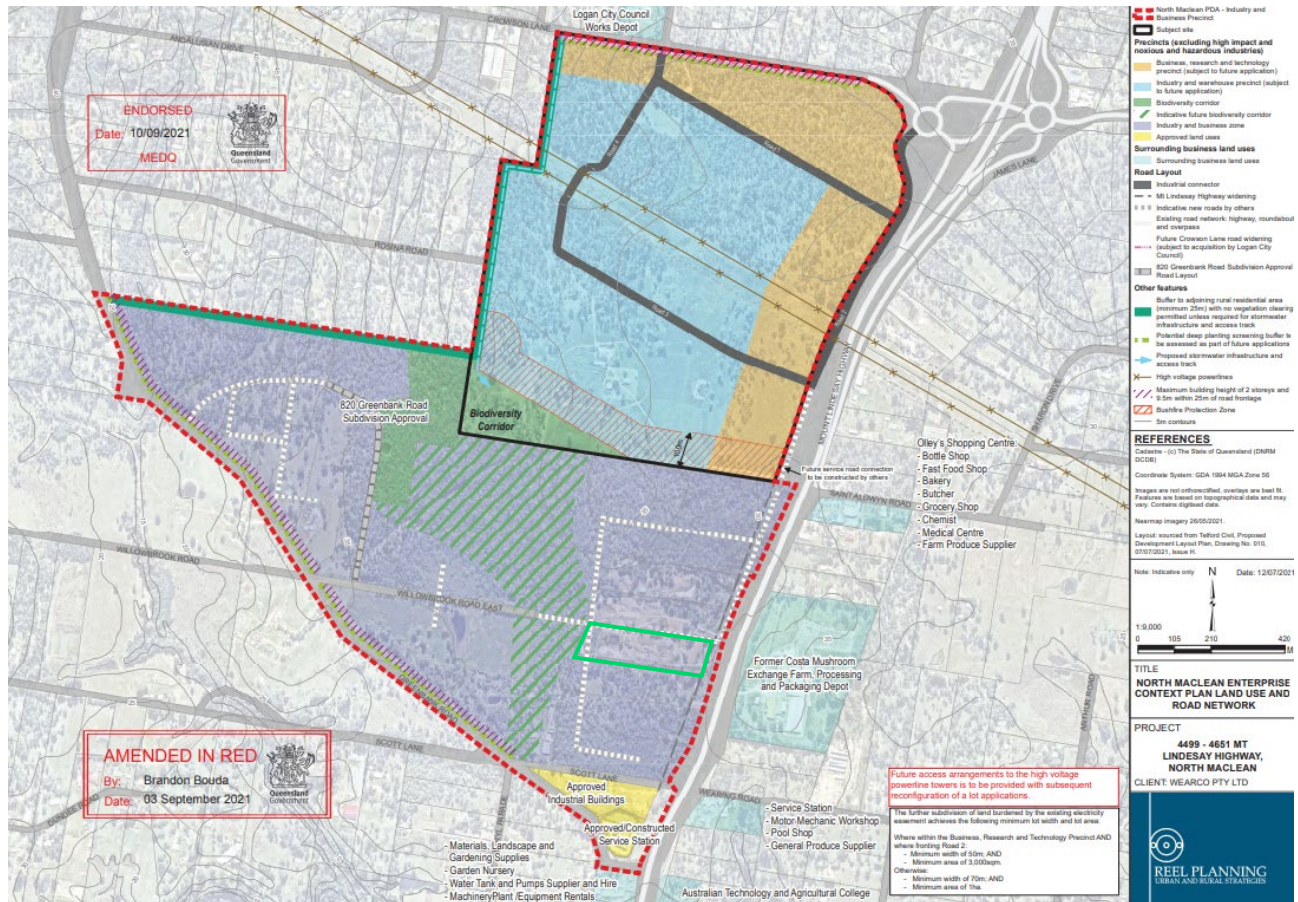
Context plans are required under the Development Scheme to ensure that development does not prejudice the achievement of the vision, UDA-wise criteria and zone intents across the PDA. Pursuant to Section 3.2.8 of the Development Scheme, context plans are required to accompany a development application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

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

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

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

Figure 4 – North Maclean Context Plan (approximate extent of site outlined in green)



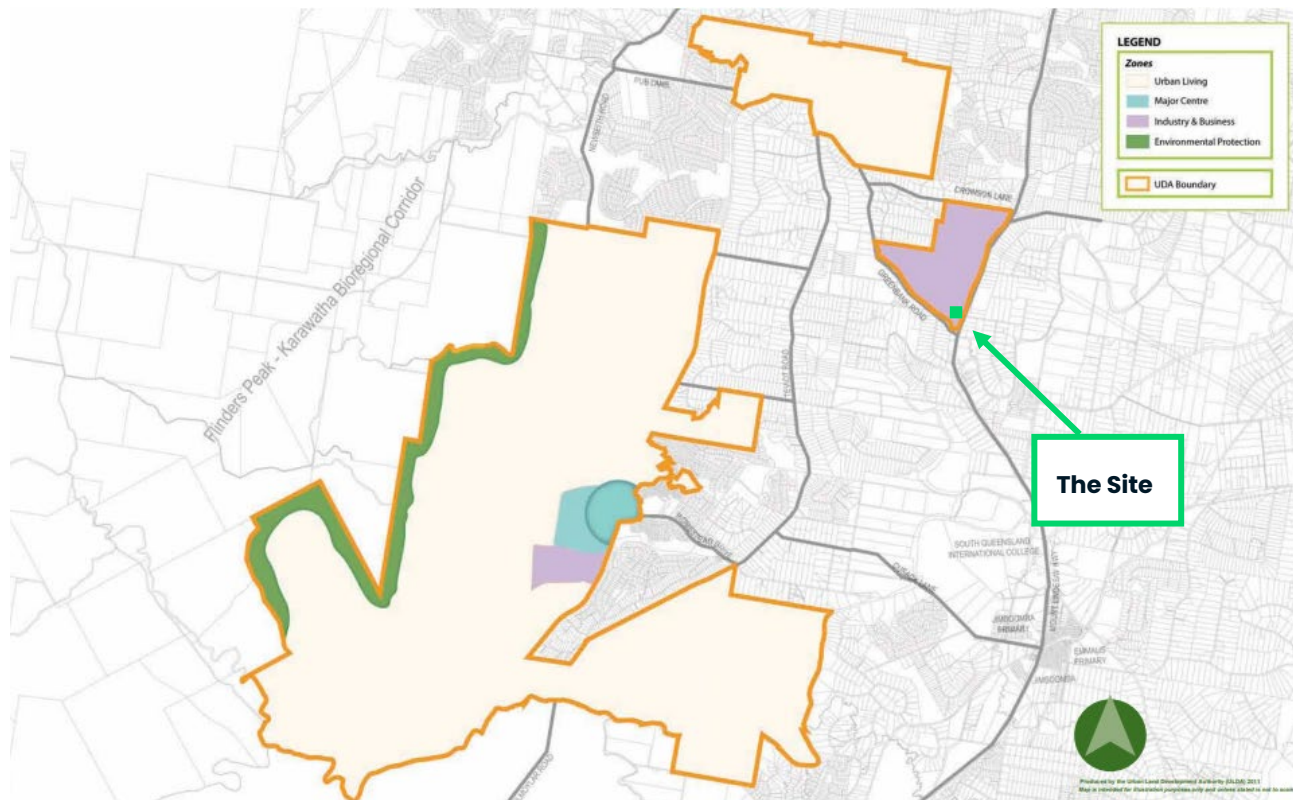
Source: EDQ

2.5 Zoning

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

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

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



Source: Greater Flagstone PDA

3

Development Application Context

3 Development Application Context

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

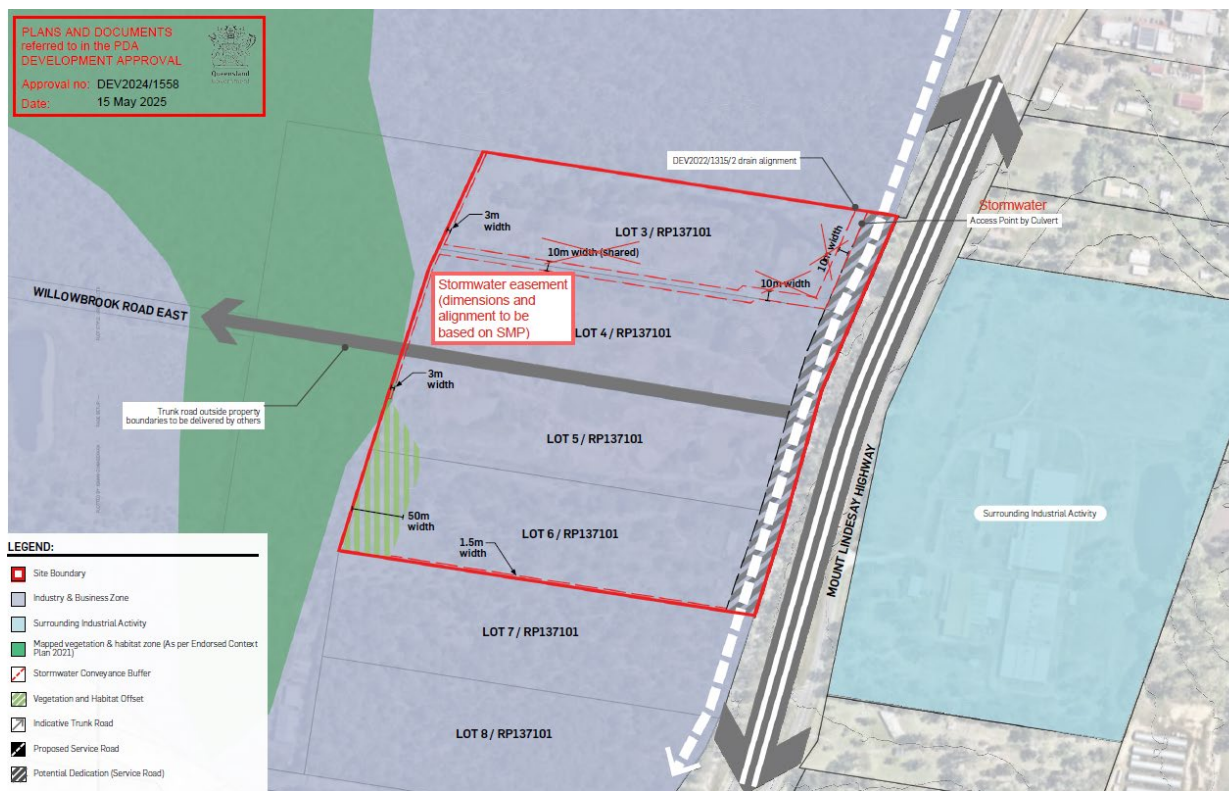
3.1 Preliminary Approval (Lot 3 to 6)

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

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

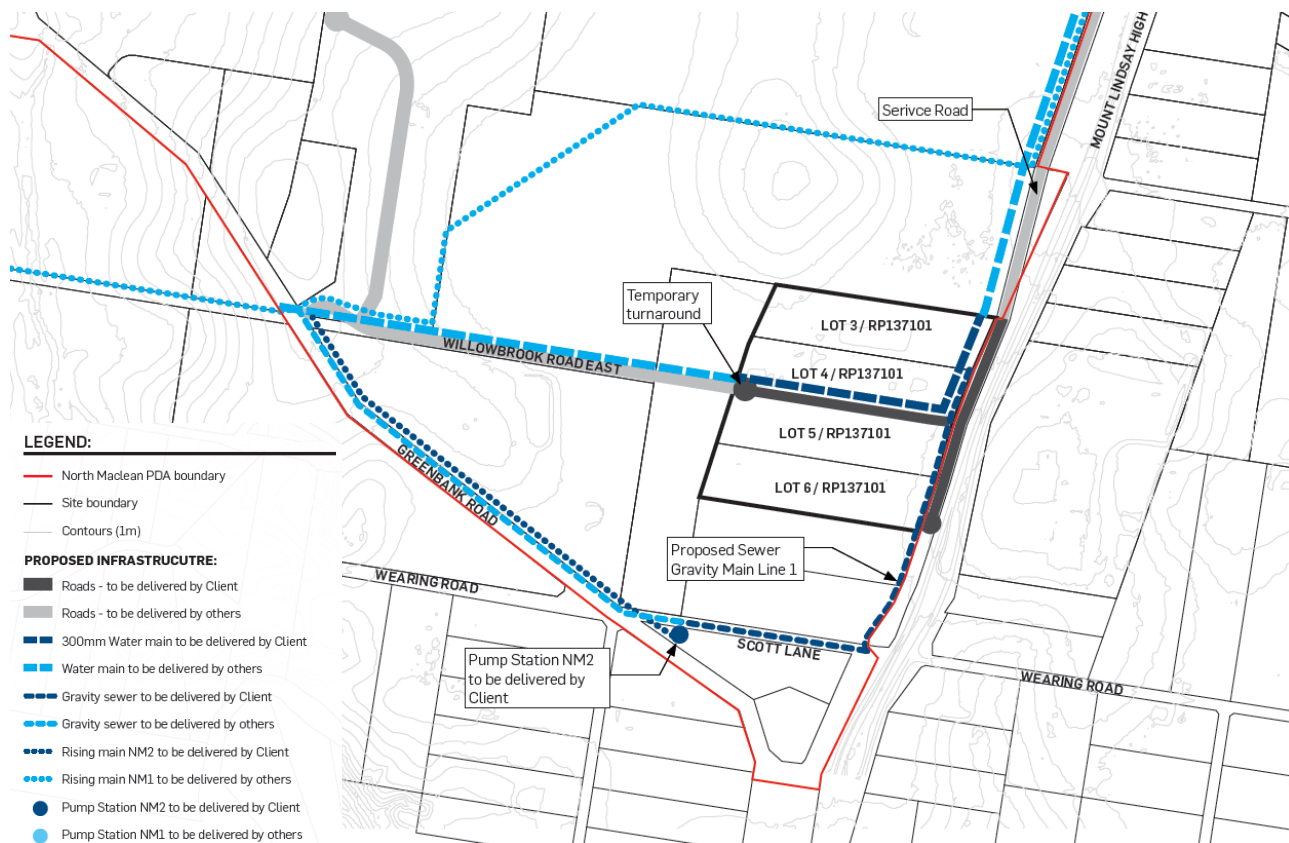
The Design Guideline provides development parameters for future built form on the land. The proposed development has been designed to fulfil the requirements of the relevant conditions of this approval to the extent relevant. Further engineering information will be provided to EDQ to inform the assessment of this application, which will include the detail required under the relevant conditions of this Preliminary Approval.

Figure 6 – Approved Design Guideline (DEV2024/1558)



Source: DEV2024/1558 Development Approval

Figure 7 – Approved Infrastructure Masterplan (DEV2024/1558)



Source: DEV2024/1558 Development Approval

4 The Proposal

4 The Proposal

The proposed development seeks approval for a Development Permit for Reconfiguring a Lot for Subdivision (1 into 11 lots). The subdivision will be supported by the construction of a new internal road designed to efficiently service the proposed lots. The new internal road will terminate at Lots 1 and 5 and will incorporate a cul-de-sac designed to avoid the creation of an intersection along Willowbrook Road East, and will accommodate the largest anticipated vehicle for the site. Access to the development will be provided via the future industrial collector road located to the east of the site (the service road), ensuring appropriate connectivity to the wider road network.

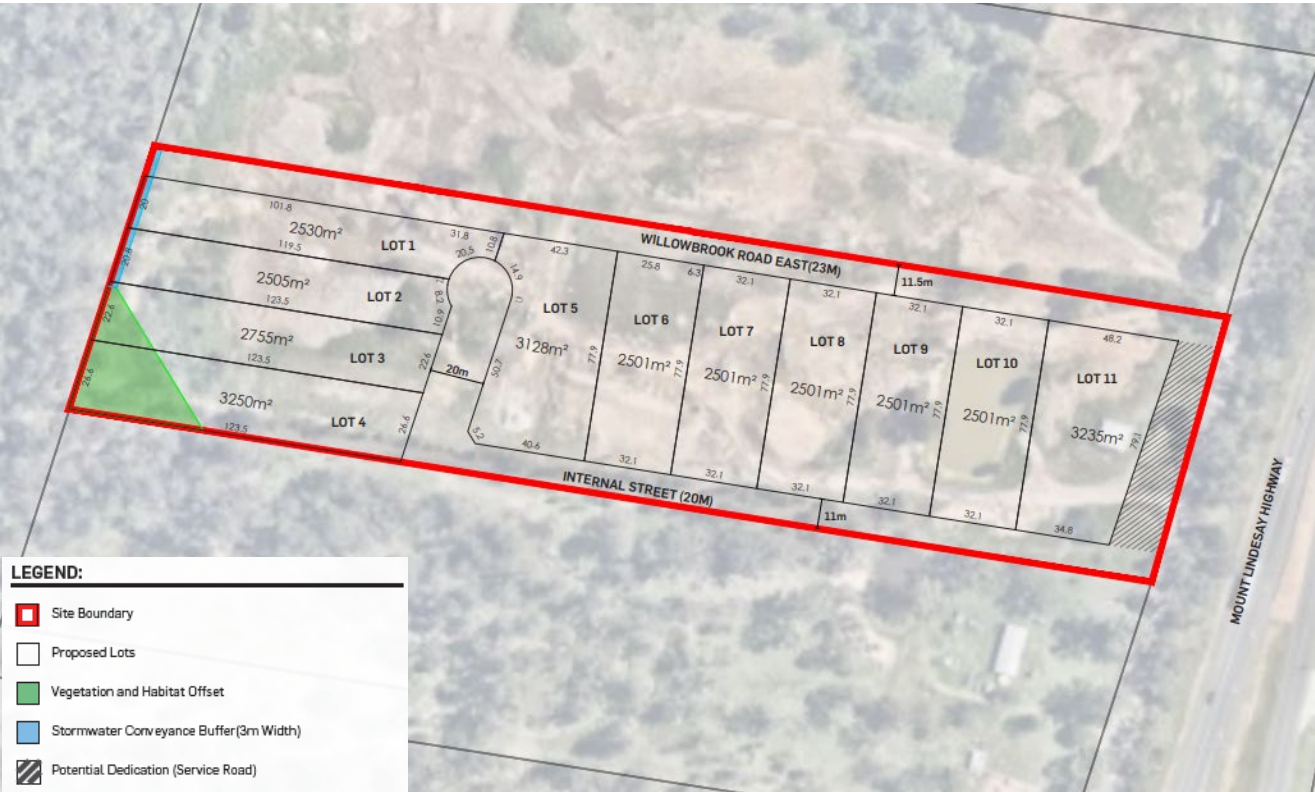
While Lots 1 and 5–11 benefit from frontage to Willowbrook Road East, no vehicular access is proposed or sought from this road. All access to the new lots will be exclusively via the internal street, consistent with the intended function of Willowbrook Road East, approved Context Plan and EDQ guidelines for industrial development.

The internal road is designed to an industrial access standard with a minimum 20 m wide cross section. As part of this application, approximately 11m of the ultimate road cross section will be constructed within Lot 5 (enabling two-way vehicle movements), with the remaining 9m to be delivered within adjoining Lot 6 as part of a future development application, ensuring the ultimate road reserve achieves the required width.

The proposal includes the delivery of internal infrastructure to service each freehold lot, all of which will be contained within the future road reserve. The development has been designed to align with relevant local planning standards and to support the orderly and sustainable development of industrial land.

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

Figure 8 – Proposed Reconfiguring Plan



Source: Urbis

The reconfiguration will result in eleven (11) new lots of varying sizes, providing flexibility to accommodate a range of industrial uses. The specific dimensions and details of the proposed lots are outlined in **Table 4** below:

Table 4 – Proposed Reconfiguration of Lots

Lot Number	Road Frontage to the internal road (m)	Proposed Lot Size (m ²)
1	20.5m	2,530m ²
2	21.3m	2,505m ²
3	22.6m	2,755m ²
4	26.6m	3,250m ²
5	Dual Frontage: ▪ 45.8m to the internal street ▪ 67.5 to the cul-de-sac Total: 113.3m	3,128m ²
6	32.1m	2,501m ²
7	32.1m	2,501m ²
8	32.1m	2,501m ²
9	32.1m	2,501m ²
10	32.1m	2,501m ²
11	34.8m	3,235m ²

4.1 Category of Assessment

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

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

5

Statutory Planning Framework

5 Statutory Planning Framework

5.1 Legislative Framework

5.1.1 Economic Development Act 2012

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

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

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

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

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

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

5.2 Purpose of the Economic Development Act

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

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

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

5.3 State Interests

While the ED Act operates independently of the Planning Act, the assessment manager when deciding the application may consider State interests arising under the Planning Act as appropriately reflecting a State interest under the ED Act. State interests under the Planning Act may include State Planning Policies, *Planning Regulation 2017* ('Planning Regulation') and *South East Queensland Regional Plan 2023* ('Regional Plan').

The relevant state interests associated with this application are listed below:

- SEQ Regional Plan Triggers
 - SEQ major enterprise and industrial area (MEIA)
- SEQ Regional Plan land use categories
 - Urban Footprint
- Koala Habitat Area
 - Core koala habitat area (only a small slither is mapped along the western boundary)
- State Transport Corridor
 - State-controlled road (Mount Lindesay Highway)

- Areas within 25m of a State Transport Corridor
 - Area within 25m of a State-controlled road

All State interests were suitably considered and assessed as part of the existing Preliminary Approval on the land (DEV2024/1558), which provides the overarching development framework (alongside the Development Scheme) for the site. The proposed development complies with the provisions of the SEQ Regional Plan and where any State Planning Policies and/or Planning Regulation provisions would apply, the development can comply with any relevant provisions or requirements.

6 **Greater Flagstone Development Scheme**

6 Greater Flagstone Development Scheme

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

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

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

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

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

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

Table 5 – Assessment against the Development Scheme Vision Statement

Key Themes	Response
1. A community framed by green landscapes	- The development retains ecological values along the western boundary of the site through the provision of a nominated ecological buffer, as demonstrated on the proposal plan, in line with the Preliminary Approval DEV2024/1558. - Future Material Change of Use applications for development within individual lots will provide the opportunity for refined site-specific landscaping plans.
2. A liveable community	- The development is located within the Industry and Business Zone of the Greater Flagstone PDA, which is an appropriate and intended location for industrial subdivision having regard to the emerging industrial character of the North Maclean locality. - The surrounding area comprises a mix of established and approved industrial and business uses, as well as large undeveloped allotments identified for future industrial development. The proposed subdivision is consistent with this land use pattern and supports the orderly expansion of industrial activities. - The development will not result in adverse impacts on residential amenity, as the site is situated within a designated

		industrial area and is appropriately separated from residential neighbourhoods. The development will enhance liveable communities where contributing to a wide range of employment opportunities in close proximity to transport networks.
3.	A prosperous community	- The proposed subdivision facilitates the creation of appropriately sized industrial lots within a designated Industry and Business Zone, supporting future employment-generating development and contributing to the economic function of the North Maclean locality. - The site is strategically located within the Greater Flagstone PDA with access to the regional road network via the Mount Lindesay Highway, supporting efficient movement of goods, services and employees. The suitability of the surrounding road network and internal access arrangements will be further addressed in the Civil Engineering Report prepared by Burchills Engineering to be provided in due course. - The development responds to the emerging industrial context of the locality and complements approved and proposed development on adjoining land. By enabling the coordinated delivery of infrastructure, including roads, water and sewerage, the proposal supports the orderly establishment of the North Maclean industrial area in accordance with the Development Scheme, endorsed Context Plan and approved Design Guideline (DEV2024/1558).
4.	An inclusive community	'Inclusive community' is not considered applicable to the proposed development where focusing on fostering employment opportunities in line with the other key visions sought. - The development does not intrude into residential areas and will allow for the broader establishment of inclusive communities in areas earmarked for residential development.
5.	A connected community	The proposed development fronts Mount Lindesay Highway, which acts as the key north-south route through the region. As a result, the development is highly accessible to the surrounding catchment.

6.1 North Maclean Context Plan

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

Table 6 – Assessment against the North Maclean Context Plan

Feature	Assessment
Trunk infrastructure – Sewerage	Proposed sewer reticulation: It is acknowledged that the proposed sewer gravity main will seek an alternative alignment to that indicated by the

context plan, however is approved under the Preliminary Approval (DEV2024/1558) as discussed in **Section 3.1**.

It is proposed to establish the sewer gravity main along Scott Lane and Mount Lindesay Highway service road for ease of maintenance access (in existing road reserve) and to reduce potential impacts from mapped ecological values, watercourses and coordinating multiple landowners (reducing the need for EDQ to exercise acquisition powers). The surrounding locality has remained mostly vacant for some time and the realignment of sewerage to the east along Mount Lindesay Highway will allow the delivery of trunk sewer sooner without the number of constraints provided by the Context Plan alignment.

The NM2 Sewer Pump Station will be located on a portion of Lot 2 on SP267252. A PDA Development Application is currently lodged with EDQ seeking approval to establish three (3) lots, one of which is intended to be dedicated for the future trunk sewer pump station. This application is currently under assessment (EDQ reference: DEV-2026-FLA-4767).

Trunk infrastructure – Water	Proposed water main: The Context Plan does not indicate proposed water main for the southern portion of North Maclean locality. The development will be required to extend reticulated water from the 300mm Water main to the north, which is consistent with the Preliminary Approval (DEV2024/1558) as discussed in Section 3.1.
Road network – internal (*indicative new road by others)	The context plan notes ‘indicative new road by others’ which is not trunk infrastructure. The north-south road traverses through the western portion of the site and conflicts with recent surrounding approvals. The proposal will include an internal road running east-west linking up to the future service road.
Biodiversity corridor	The western boundary of the site adjoins a mapped vegetation buffer area identified within the North Maclean Context Plan. The proposed reconfiguration retains this buffer and does not encroach into the identified biodiversity corridor. Only proposed lots 3 and 4 directly interface with the retained Vegetation and Habitat Offset area. Appropriate conditions can be imposed over lots 3 and 4 that ensure development remains outside the Vegetation and Habitat Offset area illustrated on the proposal plan.
Mount Lindesay Highway Road widening	The proposal plan maintains road widening along the eastern boundaries in order to accommodate Mount Lindesay Highway and the proposed service road upgrade works. The layout has accommodated the estimated ‘not to prejudice’ area as provided by Department of Transport and Main Roads (DMTR) for surrounding applications. It is expected that the service road will need to be delivered to facilitate access to the site. Conditioning the delivery of infrastructure that relies on neighbouring land is commonplace across Queensland. To assist EDQ, it is understood that the following may form the basis of a possible condition: <i>Submit to EDQ IS, approval from the Department of Transport and Main Roads for the Mt Lindesay Highway Service Lane from 39 SP338781 to enable access; or</i> <i>Where the part of the service road has been constructed by others, submit to EDQ IS, approval from the Department of Transport and Main Roads for the Mt Lindesay Highway service lane from the boundary of Lot 4 on RP137101, connecting into the extent of the service lane and all associated services constructed by others. The service lane is to be designed to allow for the use of heavy vehicles (B-doubles) and is to have an appropriate turn around facility, as shown in the approved plans.</i>

No plan of subdivision can be sealed until the Mt Lindesay Highway Service Lane is constructed (to its ultimate standard) via the adjoining development to the north.

6.2 EDQ Guidelines

The provisions of the Development Scheme provide the principal planning framework applicable to the application area. Further to the provisions of the Development Scheme, development within the Greater Flagstone PDA is to be informed by EDQ's Guidelines and Practice Notes. **Table 7** below identifies the key Guidelines and Practice Notes which hold relevance to the proposal.

Table 7 – EDQ Guidelines and Practice Notes

Guidelines/Practice Note	Comment
PDA Guideline No. 6 – Street and movement network	The subject site seeks to establish an internal access road constructed to an industrial access standard. It is acknowledged that this guideline seeks to avoid the use of cul-de-sacs however, the Endorsed North Maclean Context Plan broadly contemplates this as outcome with an internal road terminated between Lots 7 and 8 with no through connection to the service road to the east. The road is fit for purpose and will be constructed in accordance with the requirements of an industrial access road as outlined in the Proposal Plans – Appendix D.
PDA Guideline No. 10 – Industry and business areas	Some provisions have been altered to accommodate site specific constraints to ensure future development aligns with the overall North Maclean Context Plan and the development scheme vision. Where appropriate, guidance has been taken from the Logan Planning Scheme 2015 (Version 9.2) to inform suitable alternative provisions where varied from Guideline No 10.
PDA Guideline No. 15 – Protection from flood and storm tide inundation	The site is currently situated above the 2100 1% AEP Flood level (refer to Engineering Report provided as part of the Preliminary Approval DEV2024/1558). The stormwater conveyance channel anticipated along the southern boundary can be suitably accommodated within the verge of the internal road (to be delivered in the adjoining lot to the south).

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

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

7 Infrastructure Plans

7 Infrastructure Plans

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

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

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

7.1 Local Infrastructure

7.1.1 Roadworks and Access

The development facilitates the delivery of road infrastructure under the DCOP, including the Willowbrook Road East extension. The proposal ensures the dedication of the land to facilitate this road is accommodated within the design. As access is not required (or permissible), it is proposed that the construction of this road will occur by others.

No direct access to the Mount Lindesay Highway is proposed or relied upon for the development. The service road currently provides access to the sites, with Council waste service trucks and historic industrial uses utilising this lawful access point. It has also previously been used by Council and TMR contractors during infrastructure works. It is proposed that temporary access for construction activities will utilise this existing arrangement. Permanent access will be provided via the upgraded service road which will be developed to an industrial collector standard.

To facilitate internal access to the proposed lots via the service road, the proposal includes a new internal road, which will be constructed to an industrial access standard to achieve an ultimate minimum 20m wide cross section, consistent with the requirements of the Greater Flagstone PDA Development Scheme.

It is noted that approximately 11m of the 20m ultimate road reserve will be constructed within Lot 5 as part of this application. The remaining 9m of reserve is proposed to be delivered within Lot 6 as part of a future development application, ensuring the ultimate road reserve achieves the required width.

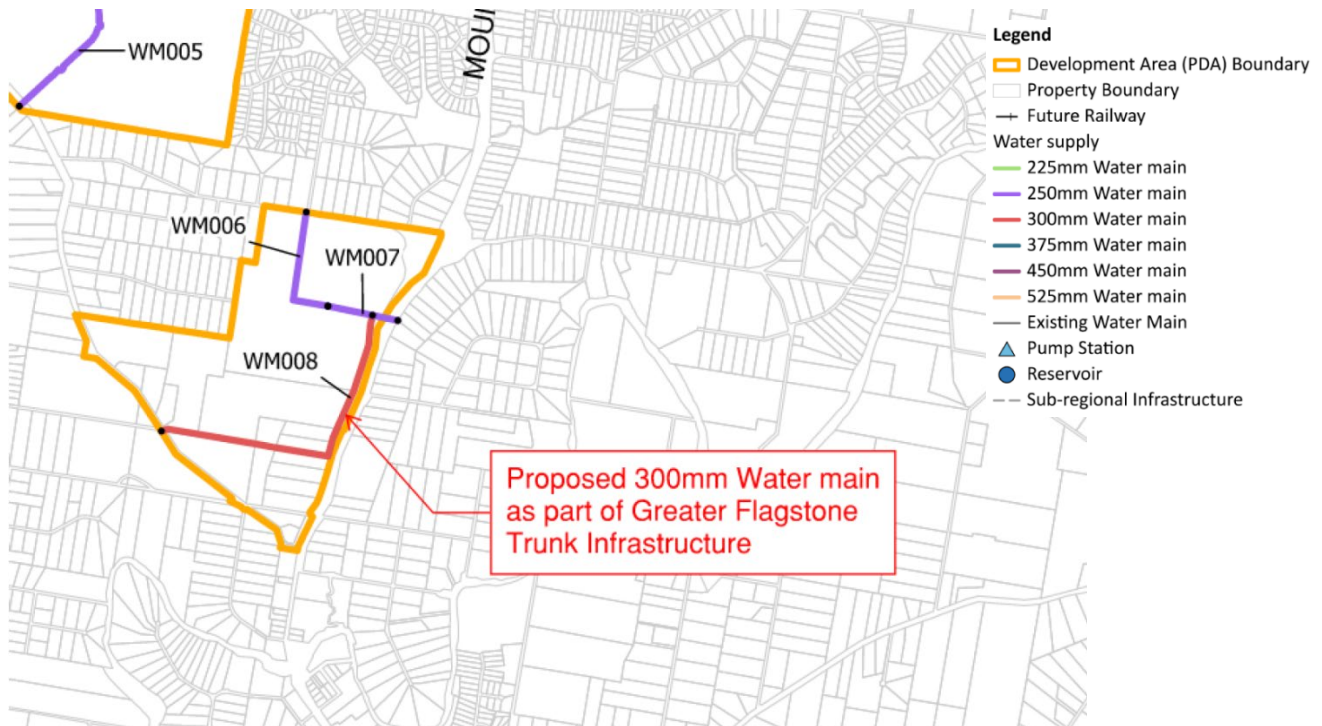
It is proposed that further civil engineering drawings including this detail outlined above will be provided to EDQ at a later date to inform the assessment of the proposed development.

7.1.2 Water Supply

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

The trunk water infrastructure water main will extend to the western boundary of up to Lot 5, an extension beyond Lot 5 will be necessary to service the proposed development (either within the adjoining sites or via the service road). Each lot will receive a service connection as a registered freehold industrial lot. Private internal plumbing and drainage connections will be addressed in material change of use and/or building work applications.

Figure 9 – Trunk Sewer Infrastructure Map (North Maclean) (Extract from DCOP)



Source: EDQ DCOP

The alignment of the water extension in the Preliminary Approval DEV2024/1558 remains consistent with the DCOP.

It is proposed that further civil engineering drawings including this detail will be provided to EDQ at a later date to inform the assessment of the proposed development.

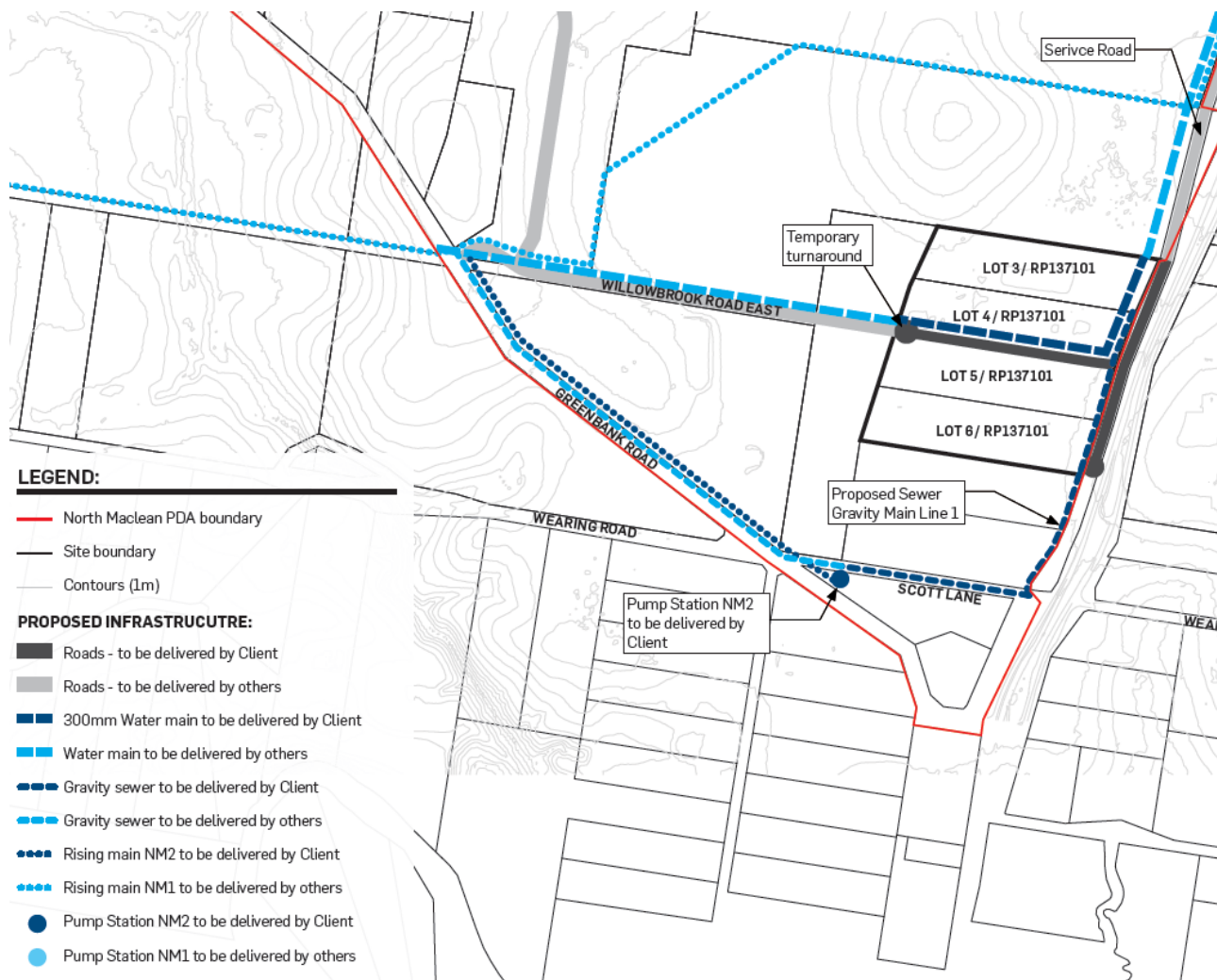
7.1.3 Sewer Reticulation

NM2 Sewer Pump Station is nominated as trunk infrastructure under the Greater Flagstone DCOP and is proposed to be located at 916–980 Greenbank Road, North Maclean (i.e. Lot 2 on SP267252) (refer to **Figure 10**). A PDA Development Application is currently lodged with EDQ seeking approval to establish three (3) lots. Proposed Lot 1 is intended to be dedicated for the future trunk sewer pump station (Refer to **Figure 11**). This application is currently under assessment (EDQ reference: DEV-2026-FLA-4767).

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

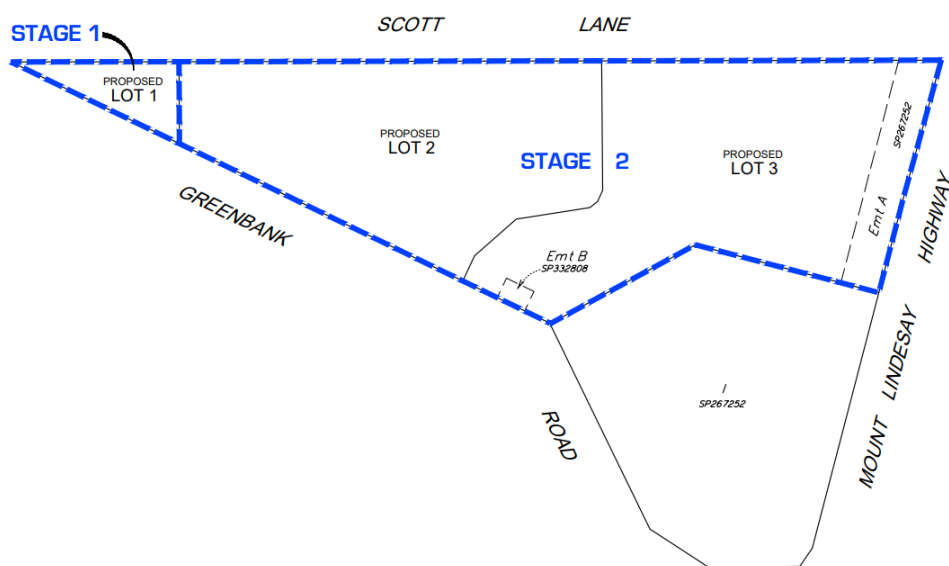
It is proposed that further civil engineering drawings including this detail will be provided to EDQ at a later date to inform the assessment of the proposed development.

Figure 10 – Trunk Sewer Infrastructure Map (North Maclean) (Extract from Preliminary Approval – DEV2024/1558)



Source: EDQ DCOP

Figure 11 – Location of the proposed NM2 Sewer Pump Station on Lot 1, dedicated for the pump station (EDQ Ref: DEV-2026-FLA-4767).



Source: RPS - DEV-2026-FLA-4767

7.2 Flooding and Stormwater

The site is currently situated above the 2100 1% AEP Flood level which is identified as RL27.2m AHD (refer to Engineering Report provided as part of the Preliminary Approval DEV2024/1558).

The stormwater conveyance channel anticipated along the southern boundary can be suitably accommodated within the verge of the internal road (to be delivered in the adjoining lot to the south).

It is proposed that further civil engineering drawings including this detail will be provided to EDQ at a later date to inform the assessment of the proposed development.

7.3 Earthworks

As noted above, the site is currently situated above the 2100 1% AEP Flood level which is identified as RL27.2m AHD (refer to Engineering Report provided as part of the Preliminary Approval DEV2024/1558). Minimal additional earthworks are expected to be required to facilitate the development. Further detail will be provided to EDQ at a later date to inform the assessment of the proposed development.

7.4 Electrical & Telecommunications

Telecommunications and electricity infrastructure are available along the site's frontage, although connections to the site have not yet been established. Appropriate conditions can be imposed that requires supply agreements to be obtained prior to survey plan endorsement for the proposed development.

7.5 Sub Regional Infrastructure

7.5.1 Mount Lindesay Highway

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

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

The proposed subdivision has been designed to account for the future road resumption required along the eastern portion of Lot 5 to ensure sufficient land is available to accommodate industrial uses.

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

8 Conclusion

8 Conclusion

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

- PDA Development Permit for a Reconfiguring a Lot for Subdivision (1 into 11 lots).

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

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

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

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

Disclaimer

This report is dated 30 June 2026 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of NM43 Pty Ltd & NM44 Pty Ltd (**Instructing Party**) for the purpose of Town Planning Report (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

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

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

Appendix A – Development Application Form

Appendix B – Title Search

Appendix C – Owners Consent

Appendix D – Proposed Reconfiguration Plans

Appendix E – Civil Engineering Report



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