



TOWN PLANNING REPORT PDA ASSESSABLE DEVELOPMENT APPLICATION

DEVELOPMENT PERMIT FOR
MATERIAL CHANGE OF USE
FOR MULTIPLE DWELLING (145 TOWNHOUSES)
UPON LAND AT
35 UNIVERISTY DRIVE, MEADOWBROOK QLD 4131
APPROVED LOT 3 ON LOT 100 ON SP312822

ON BEHALF OF
AZURE PROJECT 48 PTY LTD

OUR REFERENCE: 251052



PROJECT DETAILS

Applicant: Azure Project 48 Pty Ltd

Project Address: 35 University Dr, Meadowbrook Qld 4131

TPA Project Number: 251052

TPA Project Contact: Vu Nguyen
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1 EXECUTIVE SUMMARY

This report has been prepared on behalf of *Azure Development Group* in support of a development application over land at 35 University Drive, Meadowbrook QLD 4131, more particularly described as Lot 100 on SP312822 (the subject site). The application seeks approval for a Development permit for Material change of use for a Multiple dwelling comprising 145 townhouses.

The report provides an assessment of the proposed development against the relevant planning framework, including the *Economic Development Act 2012 (ED Act)* and the *EDQ Land Activation Program (LAP) (SEQ Tranche 1) Provisional Priority Development Area (PPDA) Draft Provisional Land Use Plan (PLUP)*. The assessment demonstrates that the proposal is consistent with the intended outcomes for Precinct 2 – Meadowbrook and provides an appropriate medium-density residential response within an identified growth area.

The subject site forms part of Precinct 2 – Meadowbrook of the PPDA, declared by the Minister for Economic Development Queensland (MEDQ) on 29 May 2026. The precinct seeks to facilitate additional housing supply within an established urban context while ensuring development responds appropriately to surrounding land uses, infrastructure capacity, environmental considerations and local character.

Prior to declaration of the PPDA, Logan City Council approved a Preliminary approval for a Material change of use, including a Variation request, on 8 May 2026. The approval established the University Drive Development Scheme (UDDS) and provided a framework for future residential development of the site. The proposed townhouse development is consistent with this established intent and satisfies the requirements of section 85(d)(ii)(A) of the *Economic Development Act 2012*, enabling EDQ to assess and decide the application.

The proposal seeks approval for a 145 dwelling townhouse development comprising a high-quality, two-storey residential built form. The key development elements include:

- 145 dwellings, comprising a mix of one, two and three-bedroom townhouse typologies;
- 263 resident car parks and 26 visitor car parks;
- 12 visitor bicycle parking spaces;
- Internal kerbside waste collection arrangements; and
- Approximately 1,193m² of centrally located communal open space incorporating a pool, communal amenities and landscaped recreation areas.

The development has been designed to provide a high-quality residential outcome that maximises land efficiency while maintaining appropriate amenity for future residents and surrounding properties. The built form incorporates architectural articulation, varied setbacks, building modulation, material variation and integrated landscaping to minimise visual bulk and create an attractive streetscape response.

The proposal provides an appropriate transition to surrounding development through a low-rise built form, generous building separation, landscaped setbacks and orientation that supports daylight access, natural ventilation and privacy. The development also establishes a positive relationship with University Drive and internal streets through active frontages, passive surveillance, defined pedestrian connections and minimised blank façades.

A centrally located communal open space area provides a focal point for residents and is complemented by landscaped gardens and deep planting areas throughout the site. Each dwelling is provided with private open space, including ground-level courtyards or upper-level balconies, ensuring a high standard of residential amenity.

Overall, the proposal delivers a well-designed medium-density residential outcome that:

- contributes to housing supply and diversity within the PPDA;
- supports the intent of Precinct 2 – Meadowbrook;
- provides an efficient use of land within an identified growth area;
- integrates with surrounding land uses and infrastructure networks; and
- establishes a high-quality built form and residential environment.

Overall, the proposal is identified as meeting the relevant requirements of the *Land Activation Program (LAP) (SEQ Tranche 1) Provisional Priority Development Area (PPDA) Draft Provisional Land Use Plan (PLUP)*. As such, the application should be approved subject to reasonable and relevant conditions.

2 PROJECT OVERVIEW

Applicant Name	Azure Project 48 Pty Ltd			
Site Address	Part of 35 University Drive, Meadowbrook			
Real Property Description	Approved (COM/55/2025) Lot 3 on Lot 100 on SP312822			
Area of Site	Total site area: 35,480m ² Approved Lot 3 (incl. easements and dedication): 30,210m ²			
Local Government Area	Logan City Council			
Assessing Authority	Economic Development Queensland			
Applicable Act	Economic Development Act 2012			
Priority Development Area	Land Activation Program (SEQ Tranche 1)			
Development Scheme	Land Activation Program (SEQ Tranche 1) Provisional Priority Development Area Draft Provisional Land Use Plan			
PDA Precinct	Precinct 2: Meadowbrook			
Proposed Development	Material Change of Use for Multiple Dwelling (145 townhouses)			
Details of Proposal	Material Change of Use			
	Units	145 units 1 manager’s residence	Car Parks	263 resident 26 visitor car parks
	Building Height	7.05 – 7.125m	Storeys	2 storeys
	Site Cover	29.7%	Net Density	48 dw/ha
	Communal Open Space	1,193m ²	Private Open Space	12 - 42m ²
Application Type	Aspects of Development	Type of Approval Required		
		Preliminary Approval	Development Permit	
	Material Change of Use		✓	
	Reconfiguration of a Lot			
	Building Work			
	Operational Work			
Level of Assessment	PDA Assessable Development			
Pre-lodgement / Consultation History	Council: PLM/85/2026 – 21 April 2026 EDQ PLM #1 – 30 June 2026 EDQ PLM #2 – 22 July 2026			
Public Notification	N/A – refer to Section 5.4			

Referral Agencies	Referral Agency	Trigger
	N/A	N/A
Specialist Reports/Plans	▪ Attachment 1 – Architectural Plans, prepared by <i>CotteeParker</i>; ▪ Attachment 1.1 – Design Statement, prepared by <i>CotteeParker</i>; ▪ Attachment 2 – Landscape Concept Plan, prepared by <i>LAUDink</i>; ▪ Attachment 3 – Civil Services Report, prepared by <i>DEQ</i>; ▪ Attachment 4 – Traffic Report, prepared by <i>QTraffic</i>; ▪ Attachment 5 – SBSMP, prepared by <i>DEQ</i>; ▪ Attachment 5.1 – Civil Engineering Plans, prepared by <i>DEQ</i>; ▪ Attachment 5.2 – Hydrological Analysis, prepared by <i>DCF/DEQ</i>; ▪ Attachment 6 – Waste Management Plan, prepared by <i>Rhodium</i>; and ▪ Attachment 7 – Noise Impact Assessment, prepared by <i>ATP</i>.	
Applicant Contact	Vu Nguyen / Adam Robson	
Applicant Email	eda@tpalliance.com.au	

3 BACKGROUND & SITE CHARACTERISTICS

3.1 Site Details

Site Address	Part of 35 University Drive, Meadowbrook
Real property description	Approved Lot 3 (COM/55/2025) on Lot 100 on SP312822
Area of site	Total site area: 35,480m ² Approved Lot 3 (incl. easements and dedication): 30,210m ²
PPDA Precinct	Precinct 2: Meadowbrook



Figure 1: Aerial Photograph of Subject Site and Surrounding Area (Source: Nearmap)

3.2 Location

The subject site comprises part of existing land at 35 University Drive (Lot 100 on SP312822), a landholding which has frontage to University Drive to the north, Logan Motorway in the south, and Meadowbrook Drive in the west. Adjoining to the east is a dam that forms part of the site of Griffith University Logan Campus. To the south-west of the subject site is the Logan Hospital and Meadowbrook Shopping Centre.

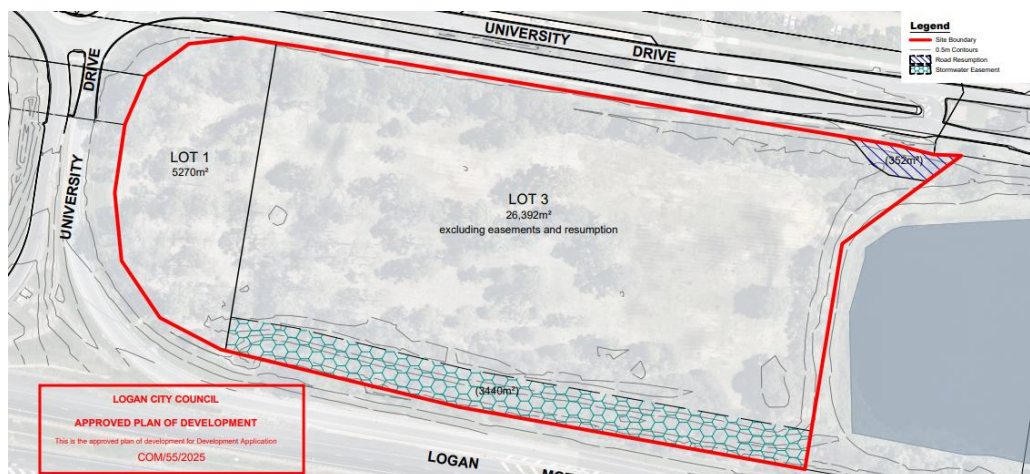


Figure 1: COM/55/2025 Approved Subdivision Plan, Subject site - Lot 3 (Source: RPS/Logan City Council)

Under the Land Activation Program (SEQ Tranche 1) Provisional Priority Development Area (PPDA) Draft Provisional Land Use Plan (PLUP), the site is identified within Precinct 2: Meadowbrook as illustrated below.

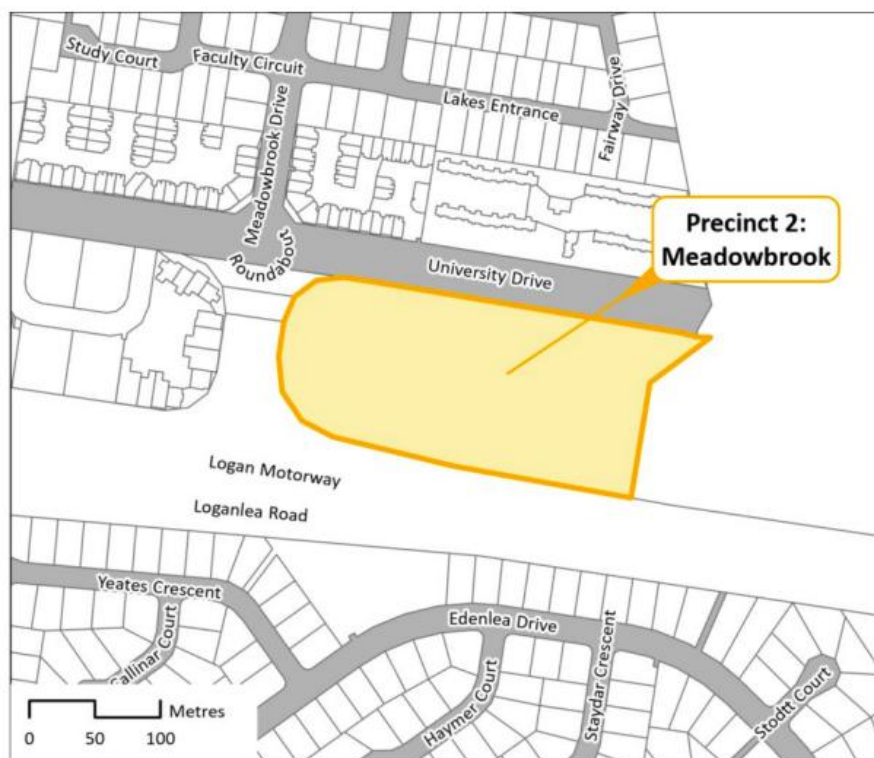


Figure 2: Precinct Map 3 - Precinct 2: Meadowbrook (Source: EDQ)

3.3 Site Characteristics

3.3.1 Access

Access to the site is currently being established under the below-mentioned combined development approval for a Reconfiguration of a lot (1 into 3 lot subdivision and easements) and Operational works (Driveway crossover, Filling and excavation and Infrastructure work) (COM/55/2025). The proposed access arrangement is consistent with this approval.

3.3.2 Topography

The site is generally flat with a gradual fall towards the eastern boundary, where overland flow discharges into the adjacent Lake Ellerslie. Existing approval Council approval (COM/55/2025) involved filling of the site to establish building levels for future development whilst addressing flood immunity and management of overland flow.

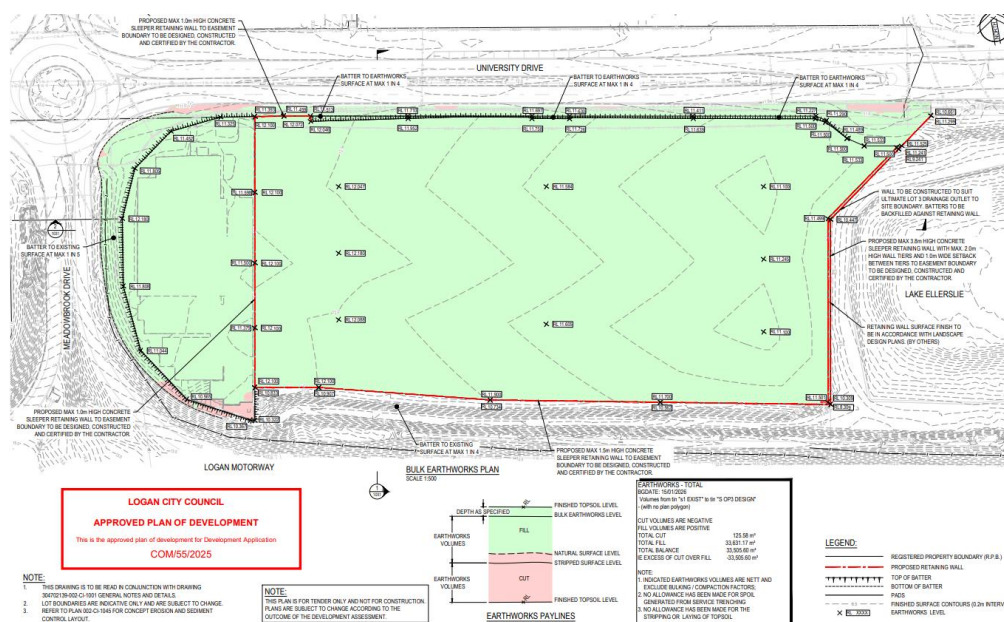


Figure 3: COM/55/2025 (Source: Stantec/Logan City Council)

3.3.3 Flooding

The subject site is captured within the Logan City Council Flood hazard overlay. Proposed earthworks under construction (COM/55/2025) are proposed to fill the site above the PMF (10.9m AHD) for the Slacks and Scrubby Creek event and the Logan and Albert River 1% AEP (10.9m AHD).

3.3.4 Vegetation

Vegetation across the site is sporadic, with pockets of established planting present. More substantial vegetation is located along the southern boundary. The remainder of the site comprises a mix of cleared and lightly vegetated areas. The site has approximately 300 metres of frontage to University Drive to the north and approximately 400 metres of frontage to the Logan Motorway Service Road along the southern and western boundaries.

3.3.5 Infrastructure

The subject site has access and connections to all necessary infrastructure including the new 225mm water main and sewer property connection under construction under COM/55/2025.

3.4 Site History

The site is subject to recent development approvals issued by Logan City Council under the Planning Act 2016, as set out below.

- Council Ref: COM/55/2025 – ROL & OPW

In April 2026, Logan City Council approved a combined development application for a Reconfiguration of a lot (1 into 3 lot subdivision and easements) and Operational works (Driveway crossover, Filling and excavation and Infrastructure work). The subject site for the future townhouse development (which is the subject of this prelodgement meeting) is approved Lot 3 as shown on the approved Subdivision Plan.

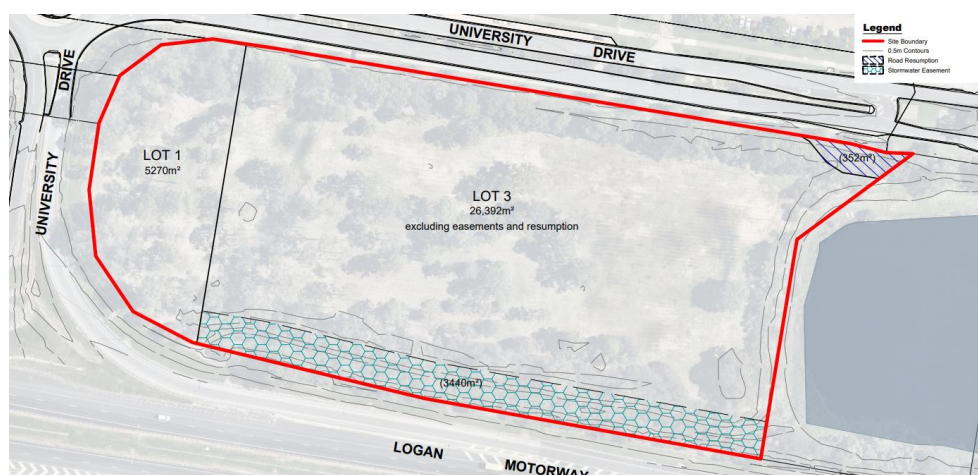


Figure 4: COM/55/2025 Approved Subdivision Plan, Subject site - Lot 3 (Source: RPS/Logan City Council)

- **Council Ref: MCUI/48/2025** – Preliminary Approval for MCU including a Variation Request

On 08 May 2026, Logan City Council approved a Preliminary approval for a Material change of use (various residential uses) including a Variation request.

The Variation request sought to vary the effect of the local planning scheme and establish a development code and plan of development over the subject site. Under the Variation, the University Drive Development Scheme (UDDS) applies over the land intended to facilitate the development of the University Drive Residential Precinct (UDRP).

With the declaration of the *Land Activation Program (SEQ Tranche 1) Provisional Priority Development Area Draft Provisional Land Use Plan*, this overrides the ability for future Development applications to be assessed under this scheme.

Notwithstanding, assessment against the UDDS provisions has been undertaken for this application within Section 6.4 of this report.

3.5 Prelodgement Consultation

Consultation with the relevant assessment authorities has informed the preparation and refinement of the proposed development. The key prelodgement and consultation meetings undertaken are summarised below:

- **Logan City Council Prelodgement Meeting (Council Ref: PLM/85/2026) – 21 April 2026**
- **EDQ Meeting #1 – Meet and Greet, PPDA Process - 30 June 2026**
- **EDQ Meeting #2 – Azure Design Principles and Design refinement – 22 July 2026**

The Logan City Council prelodgement meeting was held prior to declaration of the PPDA. The advice provided by Council officers has been considered in the preparation of the application, with a comprehensive review and responses detailed in Section 6.5 of this report.

Following declaration of the PPDA, further consultation was undertaken with EDQ officers Carolyn Mellish and Kylie Williams. Discussions focused on the PPDA process, the quality and identity of the precinct, the University Drive interface, pedestrian and vehicle access, built form and architectural articulation, landscaping, waste management, mailboxes and visitor parking. The matters raised through these consultation processes have informed the design development and are addressed throughout this report and the accompanying plans. Accordingly, the application represents a considered response to the advice received through the prelodgement and consultation process, while maintaining a cohesive and high-quality residential outcome.

4 PROPOSAL

4.1 Development Overview

Azure Development Group (Azure) have an extensive history of development within the South-East Queensland corridor and have raised the benchmark of residential living and architectural excellence in the locality with eye-catching contemporary designs, generous landscaping embellishments, abundance of open space, high standard of communal amenities, and pedestrian-friendly links throughout their developments. Azure pride themselves on delivering and maintaining a product consistent with their pre-build marketing material. Azure maintains management rights over all their residential stock to ensure the final product retains its iconic aesthetic for the life of the development.

This development application seeks to establish a Multiple dwelling development in the form of 145 townhouses, ranging from one-bedroom units to three-bedroom units in a two-storey built form. The terrace-style townhouses reflect a high quality and visually interesting architectural design, incorporating variation in façade types, whilst maintaining a holistic design approach reflective of Azure's signature architectural aesthetic, a consistent datum line and common themes to materiality and colour. Internal roads are designed as open avenues with shade tree plantings to provide shaded amenity throughout the estate.

Under the Draft PLUP, the site is contained within Precinct 2: Meadowbrook. The Precinct Intent seeks that development "*precinct 2 (Meadowbrook) will support the redevelopment of surplus land, proximate to key health and educational facilities and the Logan Motorway, to deliver well-integrated medium density residential outcomes that contribute to housing supply*".

The proposal aligns with the intent for the Meadowbrook precinct by facilitating the redevelopment of approximately 30,210m² of land to deliver 145 dwellings, providing a well-integrated medium density residential outcome that contributes to housing supply, while maintaining a high standard of residential amenity, landscaping and architectural quality.

A summary of the proposed development is provided in the below table:

DEVELOPMENT OVERVIEW					
Staging	Three (3) Stages Note: While COS is delivered in Stage 2, the Type A, B and X dwellings are provided between 33m² and 34m², which is negligibly below the 35m² threshold that would eliminate the requirement for Communal open space if assessed pursuant to the <i>Multiple dwelling, Rooming accommodation and Short-term accommodation code</i> of the <i>Logan Planning Scheme 2015</i>.				
Height	7.05 – 7.125m Two (2) Storeys				
Density	145 townhouses 1 managers residence				
Setbacks		North (University Dr)	East	South (Logan Mwy)	West (Approved Lot 1)
	Ground	6m (Wall)	6m (Wall)	<15.77m (Wall)	3.76m (Wall)
	Level 1	2.89 – 3m (Wall/Patio)	3.07m (Patio) 6m (Wall)	<15.77m (Wall)	2.8m (Patio) 3.76m (Wall)
Site Cover	8,971.96m ² (29.7%)				
Landscaping	9,482.55m ² (31.4%)				
Access	10m wide driveway with Type 2 splays Three (3) Pedestrian access points				

DEVELOPMENT OVERVIEW	
Communal Open Space	1,193m ²
Private Open Space	▪ Type A: 33m² ▪ Type B: 34m² ▪ Type D: 12m² ▪ Type E: 20m² ▪ Type F: 42m² ▪ Type G: 42m² ▪ Type X: 34m²
Car Parking	Resident: ▪ 145 covered spaces; and ▪ 118 uncovered spaces Visitor: ▪ 26 spaces.
Bicycle Parking	Visitor: ▪ 12 spaces.
Waste Storage and Servicing	General Waste: ▪ 1x 240L wheelie bin per dwelling. Recycling Waste ▪ 9x 1,100L bulk bins.
Stormwater Management	Drainage: ▪ Piped stormwater drainage network within the internal access roads and conveyed through privately owned underground stormwater management devices prior to discharge to the lawful points of discharge. ▪ A roofwater drainage network is proposed to service the roof areas and courtyards of the townhouse dwellings on to discharge to the on-site stormwater drainage networkfor conveyance to the stormwater management system. Quality: ▪ 15 (min) x OceanGuard 200-micron filter baskets are to be installed within all gully pits located within the internal road network. ▪ 56 x Ocean Protect 690 PSorb StormFilters. Lawful point of discharge: ▪ Piped outlet into stormwater easement under construction per COM/55/2025.

The following drawings identify the proposed development:



Figure 2: University Drive Pedestrian Entrance Perspective



Figure 3: University Drive Entrance Perspective



Figure 4: University Drive Streetscape Perspective



Figure 5: Product Type A & B - Left, Product Type X - Right



Figure 6: Product Type G & E - Left, Product Type F & D Right

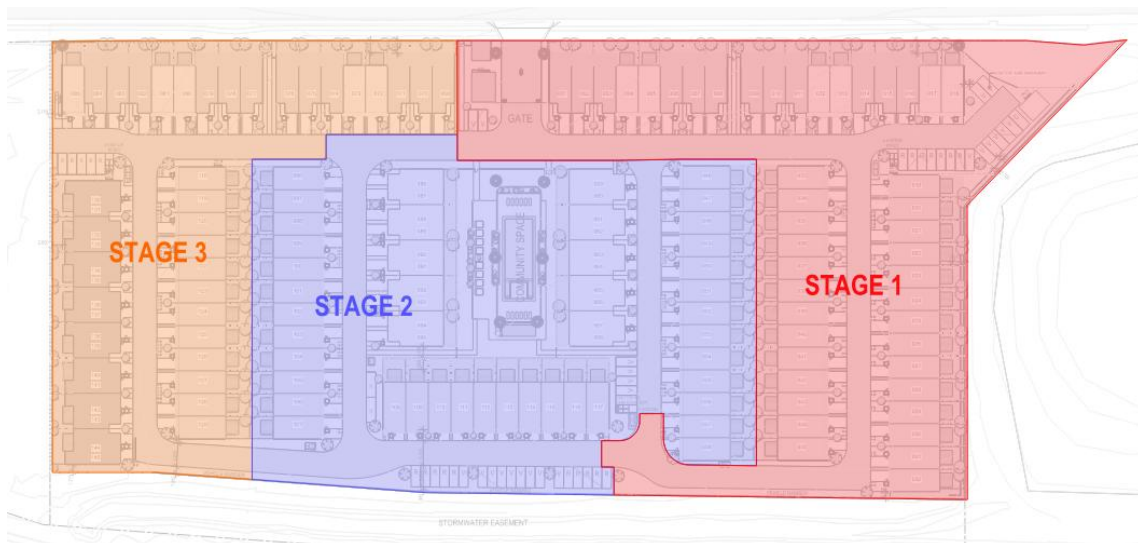


Figure 7: Staging Plan

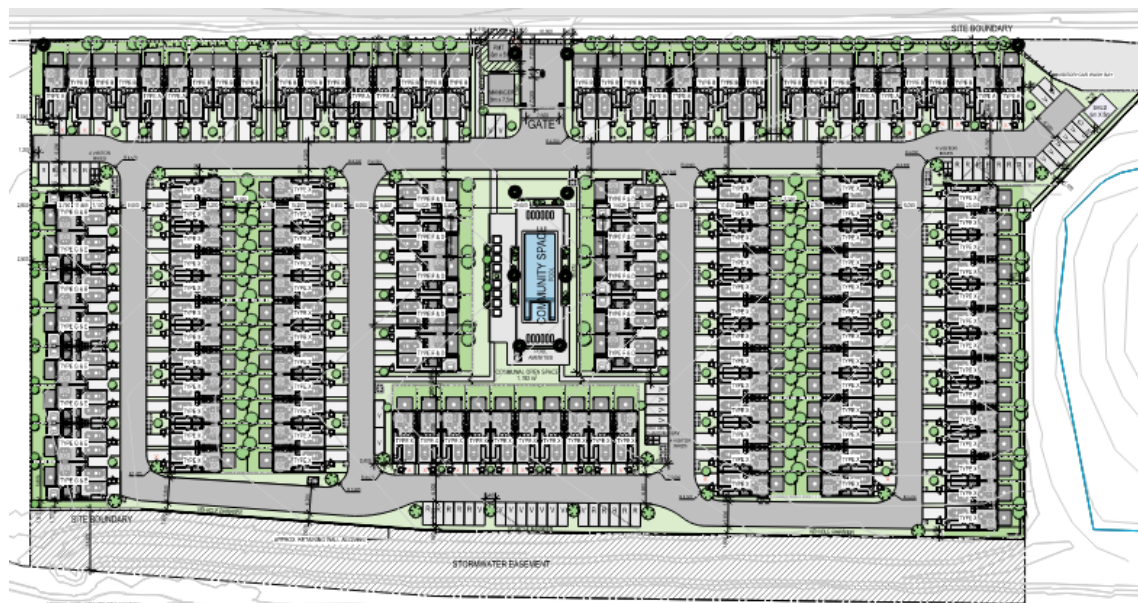


Figure 8: Site Ground Floor Plan

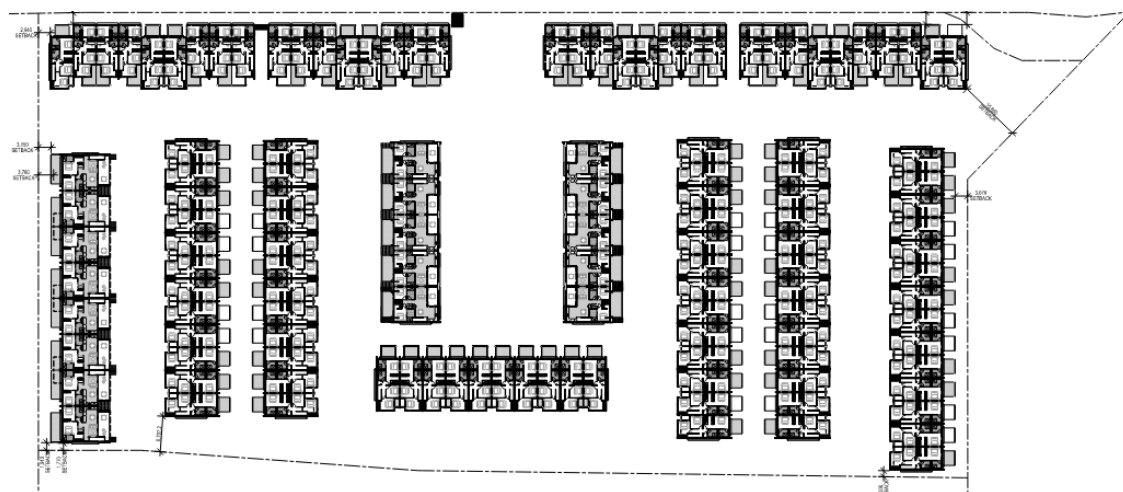


Figure 9: Level 01 Floor Plan



Figure 10: Site-wide Elevations

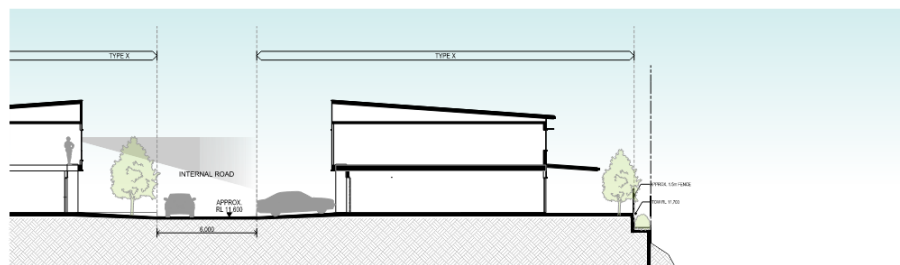
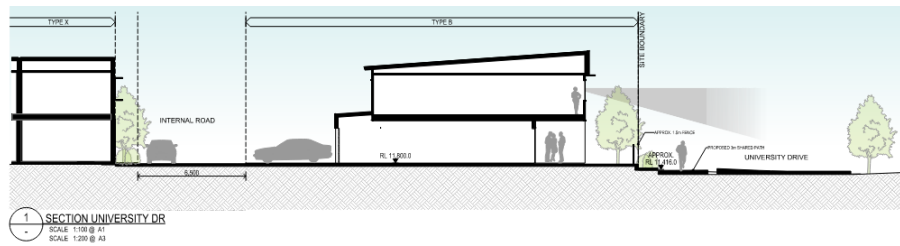


Figure 11: Sections

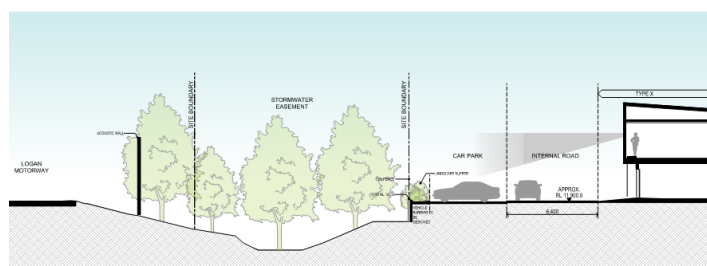
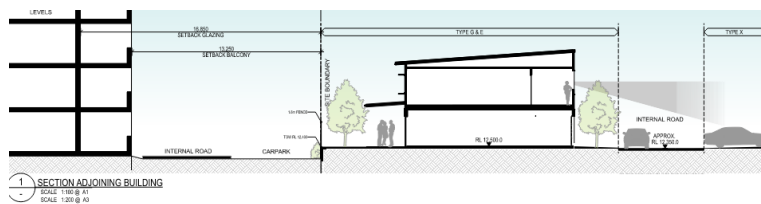


Figure 12: Sections



Figure 13: Sections

5 LEGISLATIVE FRAMEWORK

5.1 Economic Development Act 2012

The main purpose of the *Economic Development Act 2012* (ED Act) is to facilitate economic development, development for community purposes, the provision of diverse housing, including, for example, social housing and affordable housing and the provision of premises for commercial or industrial uses.

The ED Act establishes that development within a PDA is to be assessed under the provisions of a relevant development instrument for that area. For the *Land Activation Program (SEQ Tranche 1) Provisional Priority Development Area (PPDA)*, the relevant instrument is the associated Draft Provisional Land Use Plan (Draft PLUP).

MEDQ has not delegated their powers under the ED Act to assess and decide PDA development applications, therefore EDQ is the assessment manager for this application.

5.2 Definition

In accordance with Schedule 1 of the *Economic Development Act 2012*, the definition of Material change of use is defined as per Schedule 2 of the *Planning Act 2016* as follows:

- (a) *the start of a new use of the premises;*
- (b) *the re-establishment on the premises of a use that has been abandoned;*
- (c) *a material increase in the intensity or scale of the use of the premises."*

Further, pursuant to Schedule 24 of the *Planning Regulation 2017*, the proposed land use for a Multiple dwelling is defined as follows:

Multiple dwelling –

- (a) *means a residential use of premises involving 3 or more dwellings, whether attached or detached; but*
- (b) *does not include build to rent housing.*

In view of the above, the proposal involves a Material change of use for Multiple dwelling (145 townhouses), in accordance with the above definitions.

5.3 Categories of Assessment

In accordance with Section 1.6 and Schedule 1 of the draft PLUP, the proposed development constitutes PDA Assessable Development.

5.4 Public Notification

Section 3.4 of the draft PLUP provides MEDQ with discretion to determine whether a PDA development application requires public notification, having regard to the scale and nature of the proposed development.

Prior to the declaration of the PPDA, the proposed development would have been categorised as Code assessable under the applicable local categorising instrument, being the approved University Drive Development Scheme (UDDS).

Importantly, the proposal does not exceed the maximum building height of 25 metres prescribed under Table 1 of the approved Development Scheme (COM/55/2025), which was the applicable planning

framework at the time the PPDA was declared. Accordingly, had the PPDA not been declared, the application would have remained **Code assessable** under the UDDS.

Given the proposal is consistent with the scale and form of development anticipated by the former planning framework and would not have triggered public notification under the UDDS, it is submitted that there is no planning basis to require public notification in this instance.

5.5 Referrals

No legislative referrals are applicable for PDA development applications under the *Economic Development Act 2012*.

5.6 Economic Development Act Considerations

Section 87 of the *Economic Development Act 2012* (the Act) identifies the matters that MEDQ may consider in determining a development application. The proposal's response to these matters is outlined below:

- **Main purpose of the Act:** The proposed development is consistent with the purpose of the Act to “*facilitate economic development, and development for community purposes, in the State*”. The proposal facilitates the redevelopment of the site for residential purposes, contributing to housing supply and supporting economic activity within a key growth area of Logan.
- **Relevant State interests:** The State interests that MEDQ may consider are broad. Relevant matters addressed as part of this application include:
 - No vegetation mapped under the *Vegetation Management Act 1999*, or areas identified under State wildlife mapping, occur within the application area.
 - Flood hazard management has been appropriately addressed through COM/55/2025.
 - The site is disturbed and is not identified as containing matters of State cultural heritage significance. Searches confirm the site is not listed on the Environmental Management Register or Contaminated Land Register.
- **Land use designation:** The application area is wholly contained within the *Land Activation Program (SEQ Tranche 1) PPDA* and the Urban Footprint under the *Planning Act 2016*.
- **Submissions:** While the requirement for public notification is at the discretion of MEDQ, the proposed development would have been subject to Code assessment if assessed under Preliminary approval MCUI/48/2025. Accordingly, public notification is not considered necessary in the circumstances.
- **Draft Provisional Land Use Plan (PLUP):** The proposal is consistent with the relevant provisions and intent of the Draft PLUP, as demonstrated throughout this report.
- **PDA preliminary approval:** There is no PDA preliminary approval currently in force over the application area.

6 STATUTORY PLANNING ASSESSMENT

6.1 Draft Provisional Land Use Plan

This application is to be assessed against *Land Activation Program (SEQ Tranche 1) Provisional Priority Development Area Draft Provisional Land Use Plan (the Draft PLUP)*. Assessment is provided in the below sections.

6.1.1 PPDA Vision

The Draft PLUP outlines the vision for the PPDA as comprising:

"The PPDA facilitates development at scale and pace to support housing delivery, employment generation and sustained economic growth, leveraging proximity to high frequency public transport, major centres and existing and planned infrastructure.

Through coordinated planning, integrated infrastructure delivery and place-based outcomes, the PPDA will play an important role in Brisbane's growth, providing new homes, jobs and community destinations."

The proposal supports the PPDA vision by:

- Delivering 145 new dwellings, contributing to housing supply and diversity within an identified growth area;
- Efficiently utilising land through a medium-density townhouse development supported by existing and planned infrastructure;
- Providing a high-quality built form that integrates with surrounding development and establishes an attractive residential environment; and
- Supporting place-based outcomes through active frontages, pedestrian connections, landscaping and high-quality communal and private open space.

6.1.2 PPDA-Wide Criteria

PPDA-wide criteria are contained in section 4.1 of the Draft PLUP. A response to the criteria is provided as follows:

PPDA-WIDE CRITERIA	RESPONSE
Built form, urban design and public realm	
Development is of a height, scale and form that: - is appropriate to its context, having regard to surrounding land uses and the relevant precinct intent, - makes efficient use of land, and - provides sensitive transitions to adjoining development, streets and public spaces.	As detailed above, the proposed development concept will deliver a low-rise built form that is compatible with the surrounding locality whilst simultaneously maximising land use efficiency and housing diversity.
Development delivers amenity by: - creating human-scale relationships between buildings, streets and the public realm, - achieving active, visually engaging and legible ground-level interfaces that contribute to safety and activation of public spaces, - providing appropriate building separation, setbacks and articulation to provide access to daylight, promote air circulation, minimise overshadowing and maximise amenity for occupants and neighbouring properties, and	The proposed development delivers a high-quality streetscape and residential amenity outcome through a varied built form response, including cantilevered upper levels, articulated façades, varied setbacks and integrated landscaping. Passive surveillance is achieved through overlooking windows and active interfaces, with consolidated pedestrian connections improving legibility and connectivity. Appropriate building separation, generous private open space areas and climate-responsive design elements support daylight access, natural ventilation and occupant comfort.

PPDA-WIDE CRITERIA	RESPONSE
d. responding to the subtropical climate through building orientation, shading, natural ventilation and thermal comfort measures.	
Development provides usable and well-integrated private open space for all dwellings and functional communal open space areas for the amenity of residents that support a range of activities, including active and passive recreation and opportunities for social interaction.	The proposed development provides generous private open space areas for each dwelling, ranging from 12m ² to 42m ² , complemented by a centrally located and highly embellished 1,193m ² communal open space area. This balance provides residents with functional spaces for private recreation, while the communal area supports a range of active and passive activities, social interaction and improved residential amenity.
Development provides high-quality public realm that: a. delivers attractive, safe and inclusive spaces embellished with landscape treatments and street furniture that encourage social interaction, healthy and active lifestyles and community activity, b. is designed to provide legible, permeable and safe movement for all members of the community, and c. leverages local character and sense of place.	The proposed development delivers a high-quality public realm through integrated landscaping, safe and legible pedestrian connections, defined entry points and a centrally located communal open space that supports social interaction, recreation and community activity.
Development incorporates landscaping that: a. predominantly uses native species appropriate to the local context, including endemic species where feasible, b. responds to site constraints and environmental conditions, c. provides appropriate physical and visual buffers to adjoining sensitive land uses, and d. supports sub-tropical planting and the establishment of large subtropical shade trees where feasible.	The proposed development incorporates a considered landscape strategy that responds to the local subtropical context through the use of suitable native planting, integrated landscaping within setbacks and communal areas, and appropriate buffering to adjoining interfaces. The landscape design responds to site constraints while incorporating opportunities for shade trees and improved visual amenity throughout the site.
Movement, transport and connectivity	
Development supports safe, efficient and legible movement within and through the PPDA by: a. establishing a permeable network that provides convenient and attractive pedestrian and cycle connections within the precincts and to surrounding streets, centres, public transport stops and open spaces, and b. providing for future road upgrades and widenings to ensure the ongoing capacity, efficiency and safety of the transport network.	The proposed development provides a safe and legible movement network through consolidated pedestrian connections aligned with the internal road layout, improving permeability, wayfinding and access throughout the site. No road upgrades or widenings are required, with the existing road reserve established through the council-approved Reconfiguration of lot (COM/55/2025) achieving the required standard.
Access, parking and servicing	
Development provides access, parking and servicing arrangements that are appropriate to the function and intensity of development within the PPDA and maintain the safety, capacity and efficient operation of the surrounding street network.	The proposed development provides for a total of 291 on-site car parking spaces, comprising 263 resident parking spaces (including 145 covered spaces and 118 uncovered spaces) and 26 visitor parking spaces. This provision is appropriate for the scale and intensity of the development and supports the safe and efficient operation of the surrounding transport network. Refer to Section 6.3.2 of this report in addition to the following attachments for further information: Please refer to the following attachments for further information: ▪ Attachment 4 – Traffic Report, prepared by QTraffic; and

PPDA-WIDE CRITERIA	RESPONSE
	▪ Attachment 6 – Waste Management Plan, prepared by <i>Rhodium</i>.
Access, loading, servicing and parking arrangements are designed and located to: - minimise conflict with pedestrians and cyclists, - avoid dominance of streets and public spaces by access points, parking areas, loading facilities or service infrastructure, and - integrate with quality built form outcomes, with visual and amenity impacts on streets, public spaces and adjoining land uses minimised.	Access, parking and servicing are integrated within the site and internal road network to minimise conflicts with pedestrians and cyclists. A single, centrally located crossover to University Drive, secure gated entry and on-site vehicle circulation provide efficient access while minimising queuing and impacts on the public road network. Parking, waste and servicing infrastructure are contained within the site and integrated with the built form and landscaping to minimise visual and amenity impacts on the streetscape and adjoining properties. Please refer to the following attachments for further information: ▪ Attachment 4 – Traffic Report, prepared by <i>QTraffic</i>; and ▪ Attachment 6 – Waste Management Plan, prepared by <i>Rhodium</i>.
Servicing, waste management and loading activities are, where practicable, accommodated on site and managed to avoid adverse impacts on traffic operations, pedestrian safety and amenity.	Waste management arrangements comprise individual 240L wheelie bins stored within dedicated enclosures at the front of each dwelling, together with nine (9) 1,100L bulk recycling bins distributed across six (6) storage points throughout the site. All waste storage areas are integrated within highly landscaped areas, providing convenient access while maintaining a balanced visual and amenity outcome. Collection vehicles can safely access the nominated servicing points, circulate within the site and exit in a forward motion without impacting pedestrian or vehicle movements. Please refer to the following attachments for further information: ▪ Attachment 4 – Traffic Report, prepared by <i>QTraffic</i>; and ▪ Attachment 6 – Waste Management Plan, prepared by <i>Rhodium</i> for further information.
Community safety and development constraints	
Development protects the safety, health and wellbeing of occupants, users and the surrounding community, having regard to site-specific constraints, hazards and risks. Development avoids, or where avoidance is not practicable, appropriately mitigates adverse impacts arising from existing or potential hazards, and demonstrates that acceptable safety and amenity outcomes can be achieved for the intended use	The proposed development is will not result in any exposure to site specific constraints hazards and risks not otherwise identified in this report.
Flood management and resilience Development and infrastructure ensure that flood risk to life, property, critical infrastructure and the environment is mitigated to an acceptable or tolerable level having regard to flood hazard, flood behaviour, vulnerability of land uses, the consequence of failure, and that risks are managed by: ensuring habitable rooms, non-habitable areas, and essential services achieve acceptable levels of flood immunity,	The proposed earthworks under construction (COM/55/2025) are proposed to fill the site above the PMF (10.9m AHD) for the Slacks and Scrubby Creek event and the Logan and Albert River 1% AEP (10.9m AHD). Please refer to the following attachments for further information: ▪ Attachment 5 – SBSMP, prepared by <i>DEQ</i>;

PPDA-WIDE CRITERIA	RESPONSE
b. mitigating flood risk through site planning, stormwater management, and appropriate finished floor levels, c. adapting built form and infrastructure using flood-resilient design measures such as elevated structures and water-resistant materials, d. providing car parking spaces in appropriate locations to meet flood resilient design outcomes and minimise risk to occupants and critical building systems, e. providing for safe, reliable and timely evacuation and access for emergency services during flood events or where evacuation is constrained, appropriate planning for isolation or hindered evacuation, and f. ensuring flood management outcomes are coordinated at a precinct or catchment scale and do not result in unacceptable flood impact to surrounding areas, including changes to flood levels, flow paths, flood hazard or access during flood events.	▪ Attachment 5.1 – Civil Engineering Plans; prepared by DEQ; and ▪ Attachment 5.2 – Hydrological Analysis, prepared by DCF Engineering.
<u>Emissions:</u> Development avoids, minimises and mitigates adverse impacts from emissions, hazardous materials and pollutants on community safety, public health, residential amenity and the natural environment Development involving sensitive land uses demonstrates that exposure to emissions, noise, vibration or hazardous materials does not result in unacceptable risks to human health or safety.	The proposed development will not result in any adverse emissions, hazardous materials or pollutants.
<u>Acid sulfate soils:</u> Development on land affected by, or with the potential to be affected by, acid sulfate soils demonstrates that risks to human health, infrastructure and the environment are appropriately assessed and managed by: a. avoiding disturbance of acid sulfate soils where practicable, and b. where disturbance cannot be avoided, demonstrates that impacts can be mitigated through appropriate investigation, design and management measures.	Should acid sulfate soils be identified on the subject site, appropriate mitigation measures will be implemented as necessary.
<u>Contaminated land:</u> Development avoids, minimises and mitigates adverse impacts on people, property and the environment from contaminated land by: a. managing contaminated land and groundwater to ensure all land is suitable for its proposed future use, b. ensuring sensitive uses are to be protected from the impacts of previous hazardous activities, and c. ensuring that good practice management measures are implemented to prevent contamination spreading beyond its existing extent due to development activities.	The subject site is not identified on the Environmental Management Register (EMR) or Contaminated Land Register (CLR). Should any contaminants be identified on site they will be managed in accordance with the applicable standards and requirements.

PPDA-WIDE CRITERIA	RESPONSE
<u>Noise:</u> Development is designed, sited and constructed to: - mitigate exposure of occupants to noise impacts from: - industrial noise sources, - airport and aviation facilities, - designated transport noise corridors, and - achieve minimum acoustic environmental values for indoor and outdoor areas.	The proposed development incorporates acoustic measures consistent with the existing approvals over the site and is designed to mitigate potential noise impacts from surrounding transport infrastructure. The proposal also benefits from TMR compliance assessment TMR25-048091 currently under assessment which confirms the relevant transport noise considerations have been addressed. Accordingly, the development will achieve an appropriate acoustic environment for both indoor and outdoor areas. Please refer to the following attachments for further information: Attachment 7 – Noise Impact Assessment, prepared by ATP.
Infrastructure	
Infrastructure and services are integrated with development to: - support the safe and effective functioning of the PPDA and surrounding areas, - minimise adverse impacts on existing communities and infrastructure networks, and - enable flexibility for future infrastructure augmentation, renewal and technology.	The proposed development has been designed to integrate with the infrastructure being delivered under COM/55/2025 and will not impact on the functioning of the PPDA or surrounding areas. Please refer to the following attachments for further information: Attachment 5 – SBSMP, prepared by DEQ; Attachment 5.1 – Civil Engineering Plans; prepared by DEQ; and Attachment 5.2 – Hydrological Analysis, prepared by DCF Engineering.
Development manages stormwater and surface water to: - ensure discharge to a lawful point of discharge, - protect water quality and receiving environments, and - avoid worsening flooding, nuisance flows or drainage impacts on surrounding land and infrastructure	The proposed development will manage stormwater and surface discharge as follows: Drainage: - Piped stormwater drainage network within the internal access roads and conveyed through privately owned underground stormwater management devices prior to discharge to the lawful points of discharge. - A roofwater drainage network is proposed to service the roof areas and courtyards of the townhouse dwellings on to discharge to the on-site stormwater drainage network for conveyance to the stormwater management system. Quality: 15 (min) x OceanGuard 200-micron filter baskets are to be installed within all gully pits located within the internal road network 56 x Ocean Protect 690 PSorb StormFilters Lawful point of discharge: - Piped outlet into stormwater easement under construction per COM/55/2025 Please refer to the following attachments for further information: Attachment 5 – SBSMP, prepared by DEQ; Attachment 5.1 – Civil Engineering Plans; prepared by DEQ; and

PPDA-WIDE CRITERIA	RESPONSE
	Attachment 5.2 – Hydrological Analysis, prepared by DCF Engineering.

6.1.3 Precinct intent for Precinct 2: Meadowbrook

The precinct intent for Precinct 2 is stated in section 4.3.1 of the draft PLUP. The intent is as follows:

“Development in Precinct 2 (Meadowbrook) will support the redevelopment of surplus land, proximate to key health and educational facilities and the Logan Motorway, to deliver well-integrated medium density residential outcomes that contribute to housing supply.

The precinct will accommodate low to medium rise residential development while maintaining compatibility with surrounding mixed-use areas. Development is expected to integrate sensitively with surrounding residential neighbourhoods through building scale, form and interface treatments that respect local amenity, privacy and streetscape character, while enabling contemporary residential outcomes on a consolidated site.

Public realm outcomes will focus on creating a safe, legible and attractive neighbourhood environment, with high-quality streets, pedestrian connections and landscaping that support everyday use and community interaction.”

The proposed development is consistent with, and directly supports, the achievement of the PPDA vision by facilitating the redevelopment of a strategically located site to deliver a well-designed medium-density residential outcome that contributes to housing supply and supports the broader growth objectives of South East Queensland.

Specifically, the proposal:

- Delivers 145 townhouse dwellings, increasing housing supply and providing a diverse range of one, two and three-bedroom dwellings to meet varying household needs;
- Makes efficient use of underutilised urban land within a location well-served by existing transport infrastructure, health services, educational facilities and employment opportunities;
- Provides a contemporary low-rise built form that is compatible with the surrounding mixed-use and residential context through appropriate building height, setbacks, articulation and landscaping;
- Establishes a high-quality public realm through active frontages, consolidated pedestrian entrances and connections, passive surveillance, generous landscaping and centrally located communal open space;
- Delivers a residential environment that supports amenity through appropriate building separation, private and communal open space, access to natural light and ventilation, and high-quality architectural outcomes; and
- Is consistent with the intended urban structure and development outcomes for Precinct 2 – Meadowbrook, facilitating the redevelopment of surplus land to deliver a well-integrated residential community.

Accordingly, the proposal is considered to directly support the vision and strategic intent of both the PPDA and Precinct 2 by facilitating an appropriate residential outcome that contributes to housing supply, urban consolidation and high-quality place-making.

6.1.4 Development criteria for Precinct 2: Meadowbrook

The development criteria for Precinct 2 is stated in section 4.3.3 of the draft PLUP. An assessment against the development criteria has been undertaken as follows:

PRECINCT 2: MEADOWBROOK CRITERIA	RESPONSE
Development responds to the precinct's established mixed use context, surrounding key facilities and local street network, while enabling contemporary residential outcomes in a low to medium density built form, by: - accommodating building heights generally 2 to 8 storeys, - providing appropriate transitions in scale and form where adjoining existing low to medium rise residential areas across University Drive, - using building articulation and materials to minimise visual bulk and protect residential amenity, - providing appropriate setbacks and separation where development interfaces with adjoining residential properties, and - protecting access to daylight, ventilation and privacy for both new and existing dwellings.	The proposed development responds to the precinct's mixed-use context through a contemporary low to medium density residential outcome comprising two-storey townhouse forms, including: - A varied streetscape setback response, with ground level setbacks ranging between 3m and 6m and Level 1 elements setback approximately 3.15m in a cantilevered arrangement to reduce perceived bulk and provide visual articulation; - Side setbacks ranging between 2.3m and 5m to the west, and between 3m and 6m where interfacing with the waterway, providing appropriate separation and amenity outcomes; - A considered built form response incorporating articulated façades, varied dwelling typologies, material variation and integrated landscaping to minimise visual bulk; and - Building orientation and separation that supports access to daylight, natural ventilation and privacy for both future residents and adjoining properties.
Built form addresses streets and public spaces to support a safe, legible and attractive neighbourhood environment by: - orienting buildings to streets and public spaces, - incorporating frontages and entries that contribute to passive surveillance and street activity, and - minimising blank façades and service-dominated edges along street frontages.	The proposed development supports a safe, legible and attractive neighbourhood environment through: - Orientating dwellings towards University Drive and the internal road network, with Type A and Type B townhouse typologies providing an active and articulated street frontage; - Providing defined pedestrian entry points aligned with the internal road network, together with overlooking windows and dwelling openings that promote passive surveillance and enhance safety; - Minimising blank façades through the use of varied townhouse typologies, cantilevered upper levels, articulated façades, varied setbacks (including 3m–6m ground level setbacks to University Drive) and integrated landscaping within frontages; and - Locating service elements, including screened bin storage areas, within individual dwelling frontages to ensure they are integrated into the overall built form and do not dominate the public realm.

6.2 PDA Guidelines & Practice Notes

The provisions of the draft PLUP detailed in the above sections of this report establish the principal planning framework and assessment criteria that is to be applied to PDA development applications over the site. EDQ have drafted a number of supporting PDA Guidelines intended to provide specific detail and design provisions for development across all PDAs.

The following key PDA Guidelines and Practice Notes have been considered through the preparation of this development application:

- PDA Guideline 7 – Low Rise Buildings (May 2015); and
- PDA Guideline 2 – Accessible Housing (May 2015).

A detailed assessment against the applicable benchmarks of these guidelines is provided below.

6.2.1 PDA Guideline 7 – Low Rise Buildings

LOW RISE BUILDINGS – PROVISIONS		RESPONSE
Building Setbacks		
The building setbacks below are measured to the outside of the wall.		The proposed development responds to the precinct's mixed-use context through a contemporary low to medium density residential outcome comprising two-storey townhouse forms, including: - A varied streetscape setback response, with ground level setbacks ranging between 3m and 6m and Level 1 elements setback approximately 3.15m in a cantilevered arrangement to reduce perceived bulk and provide visual articulation; - Side setbacks ranging between 2.3m and 5m to the west, and between 3m and 6m where interfacing with the waterway, providing appropriate separation and amenity outcomes; - A considered built form response incorporating articulated façades, varied dwelling typologies, material variation and integrated landscaping to minimise visual bulk; and - Building orientation and separation that supports access to daylight, natural ventilation and privacy for both future residents and adjoining properties. Further to the above, assessment has also been undertaken against the former Preliminary approval MCUI/48/2025 'University Drive Development Scheme' in Section 6.4.2.
	Lot width 20.0m+	
Front	Ground: 2.4m First: 2.4m	
Side	Ground: 1.2m First: 2.0m	
B-to-B	Ground: 0.0m First: 1.0m	
Rear	Ground: 1.0m First: 2.0m	
Secondary frontage	Ground: 1.5m First: 1.5m	
Park side/rear	Minimum 0.0m to verandah/balcony; otherwise 2.4m	
Built-To-Boundary Wall Length And Location (Houses)		
Not Applicable – The proposal is not for a house and does not incorporate a built to boundary wall.		
On-Site Parking and Driveways		
<u>Multiple residential</u> (where development includes more than 6 dwellings): 1 space per dwelling unit; 1 visitor parking space for every 4 dwellings; 1 space for car washing; and - Variations to car parking provision may be appropriate in close proximity to public transport stops. <u>General:</u> Other than the above, in accordance with criteria and/or standards referred to in a Development Scheme or ILUP.		Please refer to Section 6.3.2 of this report for details on the appropriate car parking supply for the subject site with consideration to the former Council-approved Preliminary approval (MCUI/48/2025) which stipulated varied parking rates. The proposed development provides for a total of 291 on-site car parking spaces, comprising 263 resident parking spaces (including 145 covered spaces and 118 uncovered spaces) and 26 visitor parking spaces including a car wash bay and provision for an electric vehicle charging station. This provision is appropriate for the scale and intensity of the development and supports the safe and efficient operation of the surrounding transport network. Please refer to the following attachments for further information: Attachment 4 – Traffic Report, prepared by QTraffic.
Private Open Space – Residential		

LOW RISE BUILDINGS – PROVISIONS	RESPONSE
<u>Area and dimensions</u> (ground or upper levels): - One-bedroom dwelling: minimum 5m² with minimum dimension of 1.2m; - Two-bedroom dwelling: minimum 9.0m² with minimum dimension of 2.4m; and - Three or more-bedroom dwelling: minimum 12.0m² with minimum dimension of 2.4m.	The proposed dwellings provide private open space areas that exceed the minimum area and dimension requirements, as demonstrated below: - Type A: 33m² - Type B: 34m² - Type D: 12m² - Type E: 20m² - Type F: 42m² - Type G: 42m² - Type X: 34m² All private open space areas are appropriately dimensioned and comfortably exceed the applicable minimum requirements for the respective dwelling sizes, providing generous and functional outdoor living areas for future residents.
<u>Other:</u> - Accessible from a living room; - Adequate space to accommodate a table, chair, planting, barbeque and shade; and - Maximum gradient not exceeding 1:10.	All private open space areas are accessible from the primary living spaces and are capable of accommodating a table, chair, planting, barbeque.
<u>Communal open space:</u> - Minimum 25% of the area of the site; - Provided in addition to the private open space areas; - Minimum dimension of 4.0m; - Has a maximum gradient not exceeding 1:10; - Designed and located so that it is subject to informal surveillance from dwellings on the site; and - Separated from any private areas by a fence or landscaping.	The development provides approximately 1,193m² of communal open space, equivalent to 3.95% of the 30,210m² site area, supplemented by private open space ranging from 12m² to 42m² per dwelling. While this represents a numerical shortfall against the 25% benchmark, the outcome is considered appropriate having regard to the townhouse form and generous private open space provided. The centrally located communal open space provides a high-quality landscaped area for active and passive recreation, social interaction and community engagement, with opportunities for informal surveillance from surrounding dwellings. Further, Table 9.3.5.3.2 of Council's <i>Multiple dwelling, Rooming accommodation and Short-term accommodation code</i> only requires communal open space where private open space is less than 35m² per dwelling. Excluding the nominal shortfalls for Types A, B and X, communal open space is therefore only technically required for Types D and E, comprising 18 of the 145 dwellings. Private open space provisions are: - Type A: 33m² - Type B: 34m² - Type D: 12m² - Type E: 20m² - Type F: 42m² - Type G: 42m² - Type X: 34m² Accordingly, the proposed combination of private and communal open space is considered to achieve the intent of the provision and provide an appropriate residential amenity outcome. The PDA Guidelines are intended to facilitate site-responsive outcomes, and

LOW RISE BUILDINGS – PROVISIONS	RESPONSE
	strict compliance with individual numerical provisions is not considered necessary where the underlying intent is otherwise achieved.
Street Address – Residential	
<u>Address:</u> Letterbox clearly visible and identifiable from street or within lane.	The proposed development provides a consolidated communal letterbox at the central site entrance adjacent to the manager's residence and vehicle access point for ease of identification and operation for both residentials and postal service/s.
<u>Park or second frontage:</u> - Address each street frontage or park with inclusion of two or more of the following design elements in the related facade: - Verandahs; - Porches; - Awning and shade structures; - Variation to roof and building lines; - Inclusion of window openings; and - Use of varying building materials.	All external interfaces incorporate a range of design elements addressing the street frontages and adjoining parkland, including articulated built form design, balconies, lantern patio designs, projecting and recessed elements, a mix of building materials, textures and colours, window hoods/awnings and variation in the roof line from parapet projections and a stepped built form. The combination of design elements achieves a highly articulated external interface.
Street Address – Commercial, Retail, Community	
Not Applicable – The proposal is not for a commercial, retail or community use.	
Building Articulation – General	
<u>Wide buildings:</u> - All buildings with a width of more than 10m that are visible from a street or a park articulated to reduce the mass of the building by one or more of the following: - Windows recessed into the façade; - Balconies, porches or verandahs; - Window hoods; and - Shadow lines are created on the building through minor changes in the facade (100mm minimum).	The proposed buildings are comprehensively articulated to reduce perceived mass and visual bulk where visible from streets and communal open space areas. Articulation is achieved through recessed windows, covered entries and outdoor living areas, together with projecting and recessed façade elements and minor changes in façade alignment that create shadow lines and depth. The use of substantial recesses and projections throughout the building elevations, including changes of at least 100mm, provides additional visual relief and ensures the townhouse forms present as a series of articulated dwelling elements rather than continuous building masses.
<u>Carports and garages:</u> Compatible with the main building design in terms of height, roof form, detailing, materials and colours.	All residential garages are integrated into the built form, with compatible building design and materials, to reduce their visual prominence within the internal streetscape.
<u>Building diversity and climate:</u> - Incorporate two or more of the following design elements: - Verandahs; - Roof overhangs; - Window hoods/screens; and - Awnings and shade structures.	The development incorporates seven (7) unit typologies. Each dwelling incorporates design features including: - Balconies; - Roof overhangs / eaves / parapets; - Window hoods / screens / awnings The combination of building design elements promotes building diversity and a climate responsive design.
<u>Narrow buildings:</u> No more than eight buildings on lots with a frontage of less than 7.5m in a row unless proposed house plans include building articulation design details such as verandahs, roof overhangs, window hoods/screens and awnings, to reduce the appearance of long runs of similar buildings fronting a street or park.	The proposed townhouse development incorporates a series of terrace runs comprising multiple attached dwellings, with building lengths and form carefully considered to provide appropriate articulation and avoid excessive visual bulk. Along the University Drive frontage, building blocks range between 44.8m and 50.4m in length. These blocks incorporate a mix of Type A and Type B dwellings, providing variation in dwelling form, roof profiles and setbacks, together with a series of dedicated pedestrian

LOW RISE BUILDINGS – PROVISIONS	RESPONSE
	entrances that provide further breaks along the building frontage. Internally, building lengths range between 44.4m and 79.4m. Notwithstanding the length of individual building runs, substantial recesses, projections and changes in building lines are incorporated throughout the development to break down the apparent length of the terrace forms and provide visual interest. The articulation creates a clear rhythm between individual dwelling modules and ensures the buildings read as a series of distinct residential elements rather than continuous built form. The proposal also incorporates varied roof forms, materials, finishes, façade treatments and integrated landscaping to further reinforce the articulation of the building elevations and soften the relationship between the built form and surrounding streetscape. It is reiterated that the PDA Guidelines provide guidance for development design within PDAs, and strict adherence to individual provisions is not considered necessary where a balanced and well-considered outcome appropriately responds to the site and surrounding context. Overall, the proposed building lengths are appropriately moderated through substantial architectural articulation, varied dwelling typologies and landscaping, resulting in a high-quality residential outcome that reduces perceived bulk and provides a visually engaging streetscape.
Fencing	
Ground level private open space facing street or park: ▪ Fencing, screening or level changes to provide privacy but still allow for overlooking of the street and park to promote casual surveillance. Front fences and walls, where provided, include one of the following: ○ The solid portion of front fences and walls should be no more than 1.2m high ○ If containing openings that make it more than 50% transparent, the maximum fence height can be 1.8m ▪ Notwithstanding the above, solid front fences and walls may be 1.8m in height if the dwelling has a frontage to a street with traffic volumes in excess of, or projected to exceed, 10,000 vehicles per day.	The proposed fencing outcomes, as detailed in the Fencing Plan within the Statement of Landscape Intent, have been designed having regard to the relevant requirements of PDA Guideline 7 – Low Rise Buildings and to provide an appropriate balance between privacy, security and streetscape presentation. Specifically, the proposed fencing includes: ▪ University Drive frontage: Type 3 – 1.5m high timber paling fence, incorporating full/half (thick/thin) treatment to provide visual variation and an appropriate interface with the streetscape. ▪ Western boundary adjoining the neighbouring lot: Type 5 – 1.8m high timber paling fence, painted black to provide privacy and a visually recessive boundary treatment. The fencing is complemented by substantial landscaping throughout the site and along the frontage, which softens the built form, assists in screening and provides a cohesive interface with the public realm.

LOW RISE BUILDINGS – PROVISIONS	RESPONSE
	Refer to the Fencing Plan within the Statement of Landscape Intent for further detail.
<u>Lanes:</u> Screen fence 1.8m high to private open space, car parking and service areas	Not applicable to the development.
<u>Key locations:</u> - Consistent and articulated fence design to: - Non-access roads - High visibility open space areas - Where integrated housing construction is proposed on multiple residential and grouped houses on lots with frontage less than 7.5m	The proposed development provides appropriate fencing along all boundaries of the site to ensure any potential adverse impacts are minimised against the adjacent residential uses. Please refer the Fencing Plan in the Statement of Landscape Intent for further details.
Lofts And Other Small Dwellings	
Not Applicable – The proposal is not for lofts or other small dwellings.	

Overall, the development is identified to satisfy the provisions of PDA Guideline 7 – Low Rise Buildings.

6.2.2 PDA Guideline 2 – Accessible Housing

PDA Guideline 2 is a document outlining standards for the planning and design of accessible housing in PDAs. The document identifies that applicants may propose alternative, innovative solutions which do not strictly comply with the following standards, but meet the PDA-wide criteria, and is intended to complement the Liveable Housing Design Guidelines. It is noted that the draft PLUP does not identify any specific requirements relating to accessible housing in any form for development within the PPDA, however the proposed development has been designed in consideration of current Liveable Housing Design Guidelines.

National Construction Code 2022

PDA Guideline 2 – Accessible Housing was prepared in 2015 to promote minimum standards of accessibility and adaptability in residential development, with the intent of improving equitable access, usability, and long-term housing suitability for occupants with varying mobility needs.

Since the publication of PDA Guideline 2 – Accessible Housing (2015), accessibility requirements have been substantially updated and strengthened through amendments to the National Construction Code (NCC), most recently consolidated in NCC 2022. The NCC represents the current nationally adopted, legislated framework governing building design and construction in Australia, including accessibility, health, safety, and amenity outcomes. The NCC 2022 incorporates contemporary accessibility standards, technical research, and nationally consistent provisions, including (where applicable) updated references to Australian Standards and performance-based design pathways. As such, it reflects the federal benchmark for current best practice and statutory expectations for accessible housing.

Importantly, the proposed townhouse development has been designed to fully comply with all relevant accessibility provisions of the NCC 2022, including applicable Performance Requirements and Deemed-to-Satisfy provisions. These requirements address, among other matters:

- Accessible building entry and circulation;
- Minimum clearances and spatial provisions for mobility;
- Sanitary facilities designed for accessibility;
- Equitable access to common areas and building services; and
- Integration of accessibility within contemporary residential design outcomes.

Compliance with NCC 2022 ensures that the development meets or exceeds nationally-endorsed minimum standards for accessibility and inclusion.

Design Response to Accessible Housing

Notwithstanding the above, the overarching intent and objectives of PDA Guideline 2 – Accessible Housing are nonetheless achieved. In particular, the development:

- Delivers housing that is accessible, safe, and usable for a wide range of occupants;
- Supports inclusive design principles consistent with contemporary expectations; and
- Provides accessibility outcomes that are equal to or greater than those envisaged under the 2015 guideline.

It is reiterated that the PDA Guidelines are documents which provide guidance for development design within PDAs. Strict adherence to every outcome is not considered necessary, when a balanced design can be achieved through alternative well-considered outcomes that suit the site conditions and development outcome.

6.3 Logan City Plan Assessing Guidance Material

Section 3.8 of the Draft Provisional Land Use Plan (PLUP) identifies that the PLUP prevails to the extent of any inconsistency with the relevant local planning scheme applying to the precinct.

The draft PLUP further provides that:

“Where identified in a footnote of the PLUP, the Local Planning Scheme may be used as guidance material when assessing PDA development applications and applying the PPDA development requirements.”

For this site, the relevant Local Planning Scheme is the *Logan Planning Scheme 2015*. A review of the draft PLUP identifies the following references to the Logan Planning Scheme as guidance material:

- Footnote 8 – Landscape Code;
- Footnote 9 – Servicing, Access and Parking Code;
- Footnote 10 – Flood overlay mapping and requirements identified within the Flood Overlay Codes and Flood Planning Scheme Policy;
- Footnote 12 – Acid Sulfate Soils Overlay Map and Code; and
- Footnote 14 – Transport Noise Corridor Overlay Map and relevant standards and guidance contained within the State Planning Policy (SPP).

In view of the above, assessment has been undertaken below as a ‘report by exception’ and therefore only provides commentary on matters where the proposed development seeks alternative outcomes or variations from the applicable Acceptable outcomes and/or Performance outcomes identified within the referenced Logan Planning Scheme guidance material. Where the proposal achieves the relevant outcomes, no further assessment is provided.

6.3.1 Assessment against the Landscape code

An assessment has been undertaken against the relevant Performance Outcomes, Overall Outcomes of the Landscape code, as outlined below.

LANDSCAPE DESIGN	
Performance Outcome	Acceptable Outcome
PO1 Development provides landscaping that is designed and located to: - enhance the visual amenity of premises; - provide street trees; - protect the movement network by:	AO1 Landscape work is carried out in accordance with a landscape site analysis and landscape concept plan prepared in accordance with part 2 of Planning scheme policy 5 - Infrastructure.

LANDSCAPE DESIGN	
Performance Outcome	Acceptable Outcome
i. maintaining pedestrian accessibility; ii. not obstructing sightlines for pedestrians, cyclists and motorists; iii. being consistent with the function of the road; iv. being of a scale that is in proportion with the road width; d. be responsive to and compatible with soil conditions, topography and micro climate; e. utilise species selection that: i. is suitable for the available space and growing conditions; ii. incorporates, where practicable, native vegetation in public open space and roads; f. protect, where practicable, existing native trees; g. conserve energy and water; h. incorporate water sensitive urban design principles; i. prevent pondage and manage overland flow; j. act as a buffer to screen adverse visual impact of development and incompatible uses; k. define the common boundary and prevent encroachment of existing and future uses into public open space; l. rehabilitate degraded areas on the premises; m. be easily maintained. <i>Editor's note - section 4.2 - Guidelines for landscaping in Planning scheme policy 5 - Infrastructure sets out requirements in relation to these elements.</i>	

Response

The proposed landscaping has been configured to enhance visual amenity, provide street trees and integrate with the site's built form, movement network and surrounding streetscape. Plant species have been selected having regard to site conditions, available space, microclimate and maintenance requirements, with native species incorporated where appropriate. The landscape design also incorporates water sensitive urban design, overland flow management, screening and rehabilitation of degraded areas. The landscaping is detailed in the Landscape Concept Plan prepared generally in accordance with Part 2 of Planning Scheme Policy 5 – Infrastructure.



Figure 14: Landscape Concept Plan

6.3.2 Assessment against the Servicing, access and parking code

An assessment has been undertaken against the relevant Performance Outcomes, Overall Outcomes of the Servicing, access and parking code, as outlined below.

PROVISION OF PARKING SPACES FOR VEHICLES	
Performance Outcome	Acceptable Outcome
PO1 Vehicle parking, loading and servicing and pick up/set down areas are provided that satisfy the expected demand for the number and type of vehicles likely to be generated by a use having regard to: - the particular circumstances of the premises including the: - nature, intensity and hours of operation of the use; - desirability of providing a car park and attracting vehicles to the premises; - maximum number of employees and customers to be on the premises at any one time; - size, levels and dimensions of the premises; - the proximity of the premises to an existing or future Parking station, other available car park or public transport facility.	AO1 Vehicle parking, vehicle washing, loading and servicing and pick up/set down areas are provided: - for a use listed in Table 9.4.7.3.2 - Vehicle parking and servicing, to comply with columns 2 to 5 of Table 9.4.7.3.2 - Vehicle parking and servicing; - for a use not listed in Table 9.4.7.3.2 - Vehicle parking and servicing, in accordance with a car parking assessment report to be provided to the local government and prepared in accordance with Part 2 of Planning scheme policy 5 - Infrastructure. <i>Editor's note - For building work, Car parking for people with a disability is to be provided in accordance with Table D3.5 - Carparking spaces for people with a disability in the Building Code of Australia.</i>
PO2 Development with a security gate provides accessible visitor vehicle parking in front of the security gate where: - for an Accommodation activity; or - not for an Accommodation activity, access to car parking areas is obstructed during hours of operation.	AO2 Development with a security gate provides visitor vehicle parking that complies with Table 9.4.7.3.4 - Visitor parking spaces for uses incorporating a security gate.

Response

As previously noted, the application is being assessed in accordance with the *Land Activation Program (SEQ Tranche 1) Provisional Priority Development Area Draft Provisional Land Use Plan*, which makes reference to the Logan planning scheme provisions. Table 9.4.7.3.2 of the Logan Planning Scheme 2015 provides car parking rates for Multiple dwellings as outlined in the table below.

Minimum number of parking spaces (where not in the Loganlea local plan)	Minimum number of parking spaces for a: a. Centre zone where a principal centre or major centre; b. Medium density residential zone where not at Browns Plains or Park Ridge.
1.5 covered spaces for dwellings comprising less than 2 bedrooms; 2 spaces, including 1 covered space, for dwellings comprising 2 or more bedrooms; 0.25 visitor space per dwelling; and 1 vehicle washing space where the use comprises more than 15 dwellings	1 covered space per dwelling

As the Preliminary approval (MUCI/48/2025) submitted by *Economic Development Queensland*, is no longer applicable over the site, the applicable parking rate at present defaults to the 'standard rate' in the left-hand column above. As per this rate, the required parking supply equates to a total of 281 resident spaces and 37 (36.25 visitor spaces), whereby the current proposal represents a shortfall if this rate is applied.

Notwithstanding, as detailed in the submission prepared in relation to the draft PLUP, the existing Preliminary approval recognised a tailored benchmark for the site, including application of Medium density residential zone parking expectations under the relevant development scheme as illustrated below:

Part 5 Interpretation

Use Definitions

Use definitions are derived from Schedule 1 Definitions of the *Logan Planning Scheme 2015*.

Administrative Definitions

Administrative definitions are derived from Schedule 1 Definitions of the *Logan Planning Scheme 2015*.

Identifying Applicable Benchmarks

When a code is made applicable to a development via **Part 4 Tables of Assessment** of the UDDS and that code identifies assessment benchmarks which are specific to the lot's zoning, any development within the UDRP is considered to be within the Medium Density Residential Zone of the *Logan Planning Scheme 2015* for the purposes of assessment.

For example, **9.4.7 Servicing, access and car parking code** of the *Logan Planning Scheme 2015* identifies car parking rates which vary based on a site's applicable zoning. If this code is made applicable to development within the UDRP and subject to the UDDS, it must be assessed against the code as if it were within the Medium Density Residential Zone Code.

Figure 15: Approved UDDS Scheme Extract (COM/48/2025)

On the basis of the above, the car parking requirements assuming the development is in the Medium density residential zone (as per the UDDS provisions and the existing Preliminary approval (MCUI/48/2025) have been calculated, as outlined in the table below.

	Unit Type	Number	Minimum Car Parking Requirement	Proposed Car Parking Provision
Resident	3-bed	127	127 spaces	263 spaces (incl. 145 covered spaces)
	2-bed			
	1-bed	18	18 spaces	
	Total		145 spaces	
Visitor	All	145	0 spaces	26 spaces

As outlined in Table 3.2 above, the proposed car parking provisions exceed the minimum requirements assuming the development is in the Medium density residential zone (as per the UDDS provisions and the existing Preliminary approval (MCUI/48/2025).

Furthermore, reference has also been made to the provisions of the draft Logan Planning Scheme, which is the proposed new planning framework to guide growth, land use, and development in Logan. Under the Draft Logan Planning Scheme, the subject site is within the District centre zone, within the Loganlea-Meadowbrook Local Plan area (Residential Core).

Table 3.2.1 in the Transport, access, parking and servicing Planning Scheme Policy of the draft Logan Planning Scheme stipulates a minimum car parking requirement of 1 space per dwelling for Multiple dwelling developments within the Principal centre zone, Major centre zone, District centre zone (where at Loganlea/Meadowbrook) and the Medium density residential zone where not at Browns Plains or Park Ridge. This is consistent with the requirements under the UDDS provisions and the existing Preliminary approval (MCUI/48/2025). As noted above, the proposed car parking provisions comfortably exceed this minimum requirement.

On the basis of the above, the proposed level of on-site car parking is considered to be appropriate to support the demand generated by the proposed development. Importantly, the proposed level of on-site car parking comfortably achieves the minimum requirements based upon the UDDS provisions and the existing Preliminary approval (MCUI/48/2025), as well as those under the draft Logan Planning Scheme.

With respect to access to parking, residents will be provided with remote access controls, with only visitors required to use the intercom, located approximately 8m inside the frontage. The gate is positioned approximately 15.5m inside the frontage, providing sufficient vehicle storage without impacting traffic on University Drive. Adequate separation between the intercom and gate also allows vehicles to turn and exit in a forward direction if access is unavailable, minimising queuing and ensuring efficient site access and egress.

Please refer to the following attachments for further information:

- **Attachment 4 – Traffic Report**, prepared by *QTraffic*.

PROVISION OF BICYCLE PARKING	
Performance Outcome	Acceptable Outcome
PO5 Bicycle parking facilities are provided that: a. satisfy the likely demand for bicycle parking; b. are functional; c. are located close to a pedestrian entry to a building,	AO5 Bicycle parking facilities comply with: a. the rate specified in column 7 of Table 9.4.7.3.2 - Vehicle parking and servicing; b. AS2890.3-1993 - Bicycle parking facilities.

Response

The *Logan Planning Scheme 2015* requires 1 resident bicycle space per 3 dwellings and 1 visitor space per 12 dwellings. For the proposed 145 dwellings, this equates to 49 resident and 12 visitor spaces. The proposal provides 12 visitor bicycle spaces distributed throughout the development, with resident bicycle parking capable of being accommodated within enclosed garages, consistent with typical practice for this form of development.

Please refer to the following attachments for further information:

- **Attachment 4 – Traffic Report**, prepared by *QTraffic*.

PROVISION OF VEHICLE MANOEUVRING AREA	
Performance Outcome	Acceptable Outcome
PO6	AO6

PROVISION OF VEHICLE MANOEUVRING AREA	
Performance Outcome	Acceptable Outcome
Development provides a safe and functional vehicle manoeuvring area.	Development provides a vehicle manoeuvring area that: - enables vehicles to enter and exit the site in a forward motion where the development: - is non-residential development; or - is for five or more dwellings; - accommodates the design vehicle specified in Table 9.4.7.3.5 - Design vehicle for a manoeuvring area; - complies with section 3.4.4.10 - Manoeuvring areas of Planning scheme policy 5 - Infrastructure.

Response

The proposed access driveway is 10m wide at the property boundary, with Type 2 splays to comfortably accommodate the entry and exit movements to/from University Drive. This driveway width would be adequate to accommodate two-way passenger vehicle flow, as well as entry and exit via the largest vehicle expected to require access to the site, which is a rigid vehicle of approximately 11m length. The vehicle tracking diagram included in the attached traffic report demonstrates satisfactory access/egress by a vehicle of this size, noting that signage prohibiting access by vehicles exceeding 11m length would be required at the entry to the site. This requirement could reasonably be addressed at detailed design stage, in response to a condition of the approval.

Please refer to the following attachments for further information:

- Attachment 4 – Traffic Report, prepared by QTraffic.

WASTE MANAGEMENT	
Performance Outcome	Acceptable Outcome
PO11 Development layout provides for refuse servicing which: - is located wholly within the site; - is clearly defined, safe and easily accessible; - is designed to contain potential adverse impacts of servicing within the site; - does not detract from the aesthetics or amenity of the surrounding area.	AO11.1 Development ensures that an on-site service bay for refuse collection is designed: - to cater for the relevant refuse collection vehicle in Planning scheme policy 9 - Waste management; - to ensure that the refuse collection vehicle can enter and exit the site in a forward motion; - to be located away from street frontages and screened from adjoining premises.
	AO11.2 Development provides on-site refuse collection and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in Planning scheme policy 5 - Infrastructure.

Response

The proposed development provides a suitable on-site waste servicing arrangement that satisfies the intent of PO11 and the relevant acceptable outcomes.

A hybrid waste management strategy is proposed, comprising individual kerbside collection of general waste and communal bulk-bin collection of recycling. Nine (9) x 1,100L recycling bins are proposed across six (6) conveniently located and appropriately screened storage areas, with the waste management arrangements detailed in the Waste Management Plan.

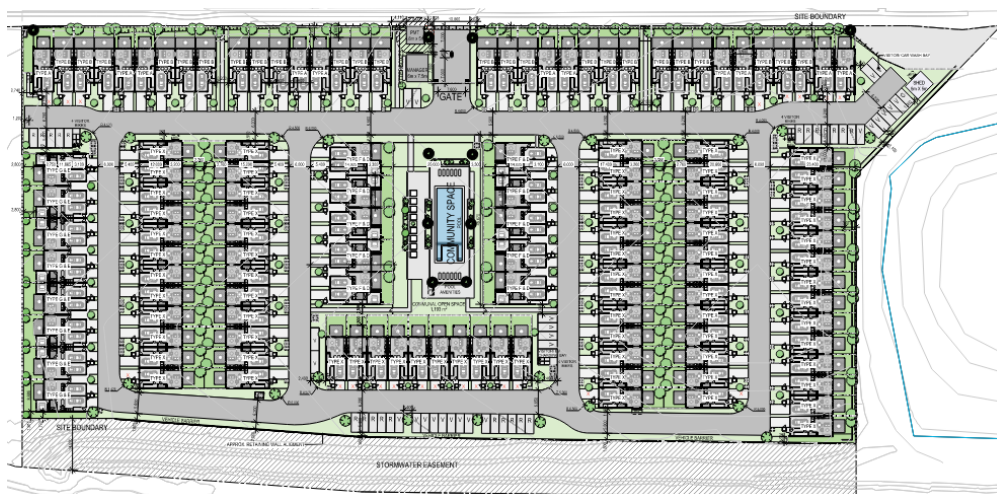


Figure 16: Site Plan - Ground Level

As demonstrated by the vehicle tracking plan in the Traffic Report, a rigid vehicle up to 11m in length can enter, circulate throughout the site and exit in a forward motion. This vehicle is larger than the collection vehicles identified in the Waste Management Plan (approximately 9m and 9.7m), providing a conservative assessment of on-site servicing. The arrangement allows collection vehicles to stand adjacent to the recycling bin stores without obstructing the internal road network.

General waste bins will be presented for kerbside collection, with bins associated with dwellings at the northern driveway extensions transferred to nearby collection points along the main loop road. The bin storage and collection arrangements will be located wholly within the site, with appropriate access, screening and separation from pedestrian and vehicle movements.

The internal road network also provides for occasional service, delivery and removalist vehicles up to 11m in length. Signage restricting vehicles exceeding 11m can be provided at the site entry as part of detailed design.

Overall, the proposed waste management and servicing arrangements provide safe and efficient on-site access and manoeuvring, minimise impacts on surrounding amenity, and are consistent with the service area design requirements of Planning Scheme Policy 5 and waste management requirements of Planning Scheme Policy 9.

Please refer to the following attachments for further information:

- **Attachment 4 – Traffic Report**, prepared by *QTraffic*; and
- **Attachment 6 – Waste Management Plan**, prepared by *Rhodium* for further information.
-

6.3.3 Flooding

The site is currently impacted by flooding. Current development approval COM/55/2025 involves filling the site above the PMF (10.9m AHD) for the Slacks and Scrubby Creek event and the Logan and Albert River 1% AEP (10.9m AHD). Please refer to the following attachments for further information:

Please refer to the following attachments for further information:

- **Attachment 5 – SBSMP**, prepared by *DEQ*;
- **Attachment 5.1 – Civil Engineering Plans**; prepared by *DEQ*; and
- **Attachment 5.2 – Hydrological Analysis**, prepared by *DCF Engineering*.

6.3.4 Transport noise

As discussed in section 6.12 above, the proposed development incorporates acoustic measures consistent with the existing approvals over the site and is designed to mitigate potential noise impacts from surrounding transport infrastructure. The proposal also benefits from a currently under assessment TMR compliance assessment **TMR25-048091**, confirming the relevant transport noise considerations have been addressed. Accordingly, the development will achieve an appropriate acoustic environment for both indoor and outdoor areas.

Please refer to the following attachments for further information:

- **Attachment 7 – Noise Impact Assessment**, prepared by ATP.

6.4 Local Categorising Instrument Assessment

Section 85(d)(i) of the *Economic Development Act 2012* identifies that for an application for which the relevant development instrument is a draft provision land use plan MEDQ it can decide the application where:

- the development is categorised under a relevant local categorising instrument as assessable development requiring code assessment;*
- if the development were assessed against the assessment benchmarks applying for the development under the relevant local categorising instrument, it would comply with all the assessment benchmarks*

The following sections demonstrate that the proposal satisfies these requirements.

6.4.1 Level of Assessment

Pursuant to section 43(3) of the *Planning Act 2016*, a local categorising instrument is defined as follows:

A local categorising instrument is—

- a planning scheme; or*
- a TLPI; or*
- a variation approval, to the extent the variation approval does any of the things mentioned in subsection (1).*

As detailed in Section 3.4 of this report, on 8 May 2026, Logan City Council approved a Preliminary Approval for Material change of use, including a Variation Request (MCUI/48/2025). The Variation request sought to vary the effect of the local planning scheme and establish a development code and Plan of Development applying to the subject site.

The approved Variation establishes the University Drive Development Scheme (UDDS) over the land, including the University Drive Residential Precinct (UDRP), within which the subject development is proposed.

Under Table 1 – Categories of development and assessment in the University Drive Residential Precinct – Material change of use, a Multiple dwelling is identified as **Code assessable**. The applicable overlays over the site did not vary the levels of assessment.

Accordingly, the proposed development is categorised as code assessable development under the relevant local categorising instrument, satisfying section 85(d)(i)(A) of the *Economic Development Act 2012*.

6.4.2 Assessment against University Drive Development Scheme (UDDS)

While the UDDS is no longer the applicable assessment instrument following declaration of the PPDA, it was the relevant local categorising instrument applying to the site prior to the PPDA declaration. Accordingly, consistent with the considerations under section 85(d)(i) of the *Economic Development Act 2012*, an assessment has been undertaken against the applicable provisions of the UDDS to demonstrate

that, if the development were assessed against the relevant assessment benchmarks, it would comply with those benchmarks. The assessment is provided in the following sections.

DESIGN	
Performance Outcome	Acceptable Outcome
PO1 Development provides a road boundary clearance that: - clearly defines private and public space; - assists in achieving visual privacy to ground floor dwellings from the street; - contributes to the streetscape character and landscape; - relates to the existing streetscape and setback pattern.	AO1 Development, other than an existing lawful building, provides a road boundary clearance: - a minimum of 4.0 metres; or - where the building or structure aligns with the building setback of one or more adjoining buildings.
PO2 Development provides side and rear boundary clearances that: - allows for the separation of buildings or structures necessary to ensure the impacts on residential amenity and privacy are minimised; - provides access to natural light and ventilation; - enhances the visual aesthetic.	AO2 Development, other than an existing lawful building provides a minimum side and rear boundary clearance of 1.5 metres
PO3 Development ensures vehicle entrances, servicing and parking are designed and located to minimise disruption to building frontages, pedestrian environment and to reduce the visual impact on the streetscape.	AO3 A development: - locates any new parking areas underground or behind the building; - screens plant, equipment, services and outdoor storage of materials from public view; - site with more than one street frontage uses the rear lane and/or street, with lesser pedestrian activity, for vehicular access to basements and parking areas; - ensures vehicle entrances are minimised in height, width, and shared use of vehicular access points are utilised where possible.

Response

Frontage Setback (AO1/PO1):

The proposed development provides a varied and articulated road boundary setback response, with ground-level setbacks generally ranging from 3m to 6m and upper-level elements setback approximately 3.15m in a cantilevered arrangement. This design approach clearly delineates private and public space, facilitates opportunities for landscaping within the frontage and provides an appropriate level of visual privacy for ground-floor dwellings.

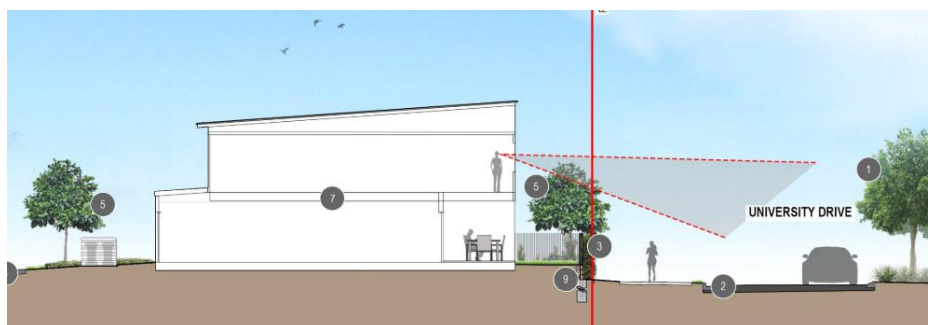


Figure 17: Landscape University Drive Section

The cantilevered upper level introduces architectural interest and visual articulation, reducing the perceived scale and bulk of the built form while actively contributing to the streetscape and providing a high-quality interface with University Drive.



Figure 18: University Drive Frontage Perspective

Collectively, the varied setbacks, landscaping and articulated built form establish an attractive and pedestrian-friendly streetscape outcome that is responsive to the site's context, compliant with Performance outcome PO1 of the UDDS.

Side Setback (AO2/PO2):

The proposed development provides generous side setbacks, with side setbacks ranging from approximately 2.3m to 5m to the western boundary and between 3m and 6m where interfacing with the adjoining waterway corridor. These setbacks exceed the minimum acceptable outcome and ensure appropriate separation between buildings and adjoining land uses.

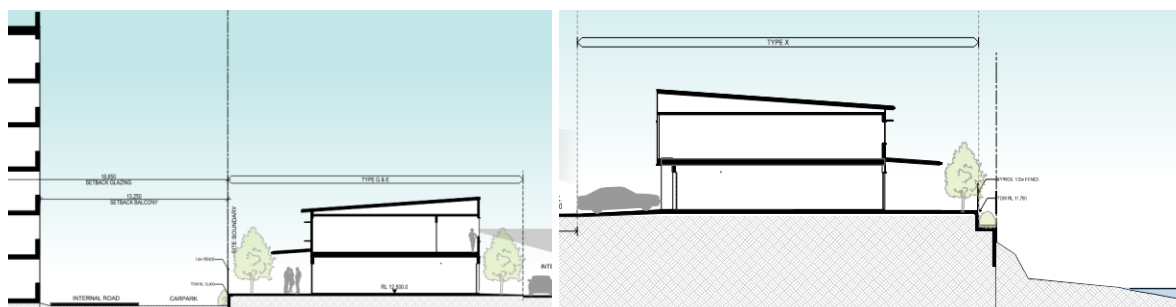


Figure 19: Section, West - Right, East - Left

The setback arrangement facilitates access to natural light and ventilation, supports privacy for future residents and adjoining properties, and provides opportunities for landscaping that enhances the visual character and amenity of the development. The resulting built form achieves a balanced and visually appealing interface with surrounding land uses and open space areas, compliant with Performance outcome PO2 of the UDDS.

Vehicle Entrances, Servicing and Parking Areas (AO3/PO3):

Vehicle access is consolidated to a single crossover from University Drive, thereby minimising interruptions to the streetscape and pedestrian environment. Parking is accommodated within integrated garages, while servicing, waste management and loading activities are contained wholly within the site and integrated with the internal road network. This approach ensures vehicle-related infrastructure does not dominate building frontages or the public realm. Waste storage areas are screened and incorporated within landscaped settings, and the internal road network has been designed to safely accommodate

residents, visitors and service vehicles without adverse impacts on pedestrian movement. The overall arrangement achieves an efficient and legible site layout that prioritises built form, landscaping and pedestrian amenity while minimising the visual prominence of vehicle access, parking and servicing infrastructure, compliant with Acceptable outcome AO3 of the UDDS.

AMENITY	
Performance Outcome	Acceptable Outcome
PO4 Development complies with the outcomes of the Noise Impact Assessment Criteria outlined within the UDDS Schedule 4 - Noise Impact Assessment.	AO4 No acceptable outcome provided.

Response

The proposed development has been designed to achieve the required Noise criteria stipulated in the State Development Assessment Provisions (SDAP) Code 1 and QDC requirements.

Please refer to the following attachments for further information:

- **Attachment 7** – Noise Impact Assessment, prepared by ATP.

BUILDING HEIGHT	
Performance Outcome	Acceptable Outcome
PO5 A building in the UDRP has a maximum building height limit of 25 metres.	AO5 No acceptable outcome provided.

Response

The proposed development delivers a two (2) storey-built form measuring between 7.05m and 7.125m across the site, consistent with Performance outcome PO5 of the UDDS.

SITE COVER	
Performance Outcome	Acceptable Outcome
PO6 Development in the UDRP has a site cover that reflects a development intensity that is consistent with the intended character of the precinct.	AO6 Development in the UDRP has a maximum site cover of 60 percent.

Response

The proposed seeks to deliver a site coverage of 29.7%, well below the maximum 60% sought by Acceptable outcome AO6 of the UDDS.

BUILT FORM	
Performance Outcome	Acceptable Outcome
PO7 A building contributes to the immediate streetscape character with highly articulated buildings and detailing by incorporating: variations in plan shape, such as steps or projections;	AO7 No acceptable outcome provided.

BUILT FORM	
Performance Outcome	Acceptable Outcome
b. variations in vertical profile, with steps or slopes at different levels; c. variations in the treatment and pattern of façade elements, such as windows or sun protection devices; d. balconies, verandas or terraces; e. variations in materials and finish; f. planting at any or all levels, particularly on podiums.	

Response

As detailed throughout this report, the proposal provides substantial variation in built form, with particular emphasis placed on the streetscape interface. Blocks 1, 2, 7 and 8 incorporate a mix of Type A and Type B dwelling forms, introducing variation in roof forms, setbacks and building articulation along the primary streetscape. Throughout the development, buildings incorporate substantial recesses and projecting elements that provide depth and visual interest, breaking up the terraced row form and reducing perceived building bulk. These elements, together with varied materials, finishes and generous integrated landscaping, contribute to a high-quality and visually engaging streetscape outcome. Landscaping is also concentrated at key site entrances to reinforce wayfinding, enhance the arrival experience and screen service infrastructure and other visually prominent elements.

In view of the above, the proposal achieves compliance with Performance outcome PO7 of the UDDS.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN	
Performance Outcome	Acceptable Outcome
PO8 Development supports the safety of users by utilising crime prevention through environmental design principles by: a. providing casual surveillance; b. providing easy way finding for pedestrians; c. deterring unintended and illegitimate access to premises; d. limiting the opportunities for graffiti and vandalism.	AO8 No acceptable outcome provided.

Response

The provision of secure gating, clearly identifiable pedestrian and vehicle entrances, and legible movement networks throughout the site assists in defining public and private areas and managing access to the development. These measures, together with abundant overlooking windows addressing the streetscape, internal roads and communal facilities, support passive surveillance and assist in discouraging unauthorised access to the premises.

In view of the above, the proposal achieves compliance with Performance outcome PO8 of the UDDS.

STREETSCAPE	
Performance Outcome	Acceptable Outcome
PO9 Development provides a consistent and cohesive streetscape, which creates visual interest, a sense of	AO9 No acceptable outcome provided.

STREETSCAPE	
Performance Outcome	Acceptable Outcome
place and a safe pedestrian environment that is consistent with the intended character of the zone through the use of: - footpath paving; - street trees; - landscaping.	

Response

The proposal provides a consistent and cohesive streetscape through the integration of defined pedestrian connections, street-facing landscaping and substantial planting throughout the development. Generous landscaping is incorporated along the University Drive frontage and at key site entrances, supported by street trees and coordinated planting to reinforce wayfinding, soften the built form and enhance the pedestrian experience. Collectively, these measures create visual interest, establish a strong sense of place and contribute to a safe, attractive and cohesive streetscape consistent with the intended residential character.

In view of the above, the proposal achieves compliance with Performance outcome PO9 of the UDDS.

6.5 Response to Prelodgement Advice

Throughout the preparation of this development application, the applicant has engaged in ongoing prelodgement consultation with Council and EDQ to inform the development concept and application package. While prelodgement advice is not a legislative assessment benchmark, a summary of the key advice received from Council and EDQ during prelodgement engagement, and the proposal's assessment against/response to this advice, is provided below.

6.5.1 Logan City Council Prelodgment Meeting (Council Reference: PLM/85/2026)

Prior to the declaration of the *Land Activation Program (SEQ Tranche 1) Provisional Priority Development Area Draft Provisional Land Use Plan*, a prelodgment meeting was held with Logan City Council on 21 April 2026 regarding a potential Multiple dwelling development over the subject site.

While the PPDA declaration overrides the Logan Planning Scheme provisions, the below provides a comprehensive matrix tracking the core feedback detailed in the official minutes against the improved townhouse proposal now being presented to EDQ for assessment:

COUNCIL FEEDBACK	RESPONSE
Housing Diversity:	
AO1 of the Multiple dwelling, Rooming accommodation and Short-term accommodation code (the use code) states that a Multiple dwelling comprising more than 20 dwellings provides that 30 percent of dwellings have a different number of bedrooms than other dwellings.	While the revised proposal includes a greater number of 3-bedroom offerings, the current masterplan maintains an overall dwelling diversity that is consistent with the expectations of Logan City Council. Specifically, the proposal provides for a total of 145 dwellings comprised of:
The proposed townhouse development comprises of 141 units being 103 x three-bedroom, 19 x two-bedroom and 19 x one-bedroom. As the proposed two-bedroom units make up approximately 73.05% of the total dwellings, the proposal complies with AO1.	114x 3-bedroom (75.17%); 18x 2-bedroom (12.41%); and 18x 1-bedroom (12.41%). While the proposal does not strictly deliver 30% of dwellings with a different number of bedrooms, the

COUNCIL FEEDBACK	RESPONSE
	proposal delivers the intended diversity through difference in typologies and configurations. Specifically, overall, the proposal provides for a total of seven (7) different unit models across the site, including two (2) variations of Azure's Goshawk typology (Type F&D and Type G&E) which includes a separate ground level and level 1 dwelling as opposed to a traditional terraced townhouse model. In addition, the proposal includes a mix of 'Type A', 'Type B' and 'Type X' 3-bed dwellings across the site which include differentiation both in terms of private open space design, and internal configurations that further provide for a point-of-difference within the development.
Frontage Setback: The proposed plans demonstrate a reduced road setback of 3m in lieu of the prescribed 4m. Further detailed plans are required to be submitted to provide clarification on how the units address the University Drive streetscape. Furthermore, the plans should provide details regarding the inclusion of pedestrian permeability to University Drive. On balance, the proposed built form requires amendments to comply with the built form requirements of the UDRP. This may include more variation in colour, well-articulated and stepped facades. Should a development application be lodged, amended plans will be required to demonstrate compliance with the relevant provisions of the planning scheme, enhanced façade articulation and landscaping.	The revised concept has been specifically refined in response to Logan City Council's feedback regarding the University Drive frontage, façade articulation and pedestrian permeability. While the proposal retains a minimum 3.15m frontage setback, this applies only to the cantilevered upper level of the Type B dwellings. At ground level, these dwellings are setback approximately 6m to the building wall, reducing the perceived bulk at the street and providing greater opportunity for landscaping. The proposed concept also introduces Type A dwellings along the frontage, providing a 3m setback to the patio and a 6m setback to the building wall. The inclusion of these dwellings within the frontage is a direct response to Council's request for increased articulation and activation, creating greater variation in built form and a more engaging streetscape outcome. Pedestrian permeability was also a key matter discussed with Council officers. While individual pedestrian entries were initially explored, this approach was not considered practical due to the site's levels, particularly the batter and retaining wall requirements along the western extent of the frontage. Instead, the proposal provides a series of consolidated pedestrian entry points aligned with the internal road network. This approach improves site legibility, strengthens wayfinding and passive surveillance, and delivers a continuous internal pedestrian network that enhances connectivity while providing a more practical and efficient outcome having regard to the site's physical constraints. To further communicate the design intent, the revised package includes additional massing diagrams, architectural precedent images and detailed elevation drawings. These demonstrate the proposed façade articulation, material palette and streetscape presentation, illustrating how the design has evolved to

COUNCIL FEEDBACK	RESPONSE
	respond to Council's feedback and deliver a higher-quality interface with University Drive.
Communal and Private Open Space:	
Townhouse Types A, B and G will provide a rear courtyard with a covered patio and garden area of approximately 33m² to 40m². Townhouse Type C, located along the southern part of the site, involves a front courtyard and covered terrace of approximately 56m². Townhouse Type F is a two-storey self-contained unit above Townhouse Type G (one-bedroom self-contained unit). Type F units involve a 19m² first-floor balcony, exceeding the minimum balcony size prescribed under Table 9.3.5.3.2 for an above-ground balcony. The proposed plans indicate that 1,034m² or 3.42% of the site will be dedicated to communal open space. This is well short of the prescribed 20% required. However, having regard to the provisions of Table 9.3.5.3.2, communal open space is only required for residential developments where all units do not achieve a minimum 35m² ground level courtyard or 15m² upper-level balcony – at a rate of 10m² per dwelling where a shortfall is proposed. The majority of units are designed with minimum ~33m² of private open space, with some unit types delivering well over this. Therefore, the proposed allocation of communal open space is considered sufficient when balanced with the generous offering of high quality private open spaces for each unit.	Similar to the concept that was issued to Logan City Council, the current proposal continues to provide for a generous allocation of private open space and a generously embellished 1,193m² of communal open space. Specifically, the private open space allocation for each Type is as follows: ▪ Type A: 33m² ▪ Type B: 34m² ▪ Type D: 12m² ▪ Type E: 20m² ▪ Type F: 42m² ▪ Type G: 42m² ▪ Type X: 34m² As acknowledged by Logan City Officer's, the proposed allocation of communal open space is considered sufficient when balanced with the generous offering of high quality private open spaces for each unit.
Waste Management:	
Waste management arrangement for the townhouse development is to utilise individual wheelie bins. Each dwelling will have 2x wheelie bins for general waste and recycling, with a screened bin storage area within the frontage of each dwelling. Waste collection is to occur from the internal roadway. Should an application be lodged, a waste management plan prepared in accordance with PSP 9 – Waste management would be required. The following should be considered when drafting any waste management plan: ▪ bins for a Multiple dwelling are to be stored in a common waste and recycling storage area; ▪ the maximum walking distance from the entrance of the proposed units to the waste and recycling storage area should not exceed 30 metres (lift travel distance not included) and should be located close to lifts or stairwells; ▪ waste and recycling storage areas must be screened from the street, conveniently located, and must be well ventilated to minimise odours; and	The aforementioned feedback was provided by Logan City Officer's without visibility of the proposed individual bin store enclosures. Notwithstanding, during the meeting, officer's were receptive of the proposed internal kerbside waste collection strategy, provided that bins are suitably screened and are capable of being serviced by the refuse collection vehicle.

COUNCIL FEEDBACK	RESPONSE
capable of being serviced by the refuse collection vehicle without impeding traffic flow. The documents indicate that the refuse collection vehicle will enter or exit the site in forward motion complying with PSP-9 which requires all RCV's to enter and exit in forward motion without undertaking more than a three-point-turn. Should a non-compliant access arrangement be proposed, the applicant must demonstrate that the proposed servicing is safe and functional. Regard must be had to not adversely impacting vehicle, cyclist and pedestrian movement in University Drive and within the car park of the proposed development. Officers recommend the applicant consult with waste services to determine an acceptable arrangement. Refer to the Reports and Studies section for further details.	
Parking: AO1 of the Servicing, access and parking code prescribes the following parking rate for a Multiple dwelling: Car Parking: 1 covered space per dwelling Bicycle Parking: 1 space per 3 dwelling units plus 1 visitor space per 12 dwelling units Based on the above rate, the proposal is required to provide 80 car parking spaces as follows: 141 x resident covered parking spaces; 47 Bicycle Spaces, with at least 12 visitor bicycle spaces; The submitted plans of development note the provision of 282 on-site car parking spaces, therefore complying with the resident parking requirements. It is noted that the proposed plans identify 12 Visitor Bicycle spaces with no standard bike spaces. However, with having regards to the proposal, it is acknowledgeable that each unit will have space to store a bicycle within.	As noted in Council's advice, the car parking rate was accepted by officers in accordance with the abovementioned Preliminary approval (MCUI/48/2025) which applied the minimum parking rate as if it applied to sites in the Medium density residential zone, which requires only a minimum of 1 covered space per dwelling and no expectation for visitor car parking. Notwithstanding the above, the proposed development concept has been prepared to provide for a total of 263 resident car parking spaces including 145 covered spaces and 118 uncovered spaces. The proposal also provides for an additional 26 visitor car parking spaces. With regard to bicycle parking, as acknowledged by Council each dwelling is sufficient to accommodate a bicycle within and the site plan has been prepared to provide for a total of 12 visitor bicycle parking spaces.
As COM/55/2025 was for a 1 into 2 lot Reconfiguration of Lot and associated operation works, there was no head of power under the Logan Planning Scheme to assess reverse amenity from a transport infrastructure noise/acoustic perspective. However, AO/PO8 of the Community facilities zone code refers to reverse amenity in regard to any sensitive use being within '100 metres of government supported transport infrastructure complies with the noise and vibration criteria identified in section 7 -Development Affected by Environmental Emissions from Transport Policy prepared by Department of Transport and Main Roads'. SARA's Referral Agency Response (2510-48614 SRA) dated 5 March 2026 provided as part of MCUI/48/2025 does set out conditions for noise attenuation and should be referred to in any future	The proposed development incorporates acoustic measures consistent with the existing approvals over the site and is designed to mitigate potential noise impacts from surrounding transport infrastructure. The proposal also benefits from TMR compliance assessment TMR25-048091 currently under assessment which confirms the relevant transport noise considerations have been addressed. Accordingly, the development will achieve an appropriate acoustic environment for both indoor and outdoor areas. Please refer to the following attachments for further information: Attachment 7 – Noise Impact Assessment, prepared by ATP.

COUNCIL FEEDBACK	RESPONSE
MCU application for a sensitive land use to address PO8 of the Community facilities zone code. Note: The SARA conditions are outcome-based and do not provide sufficient detail. Detailed design information, including acoustic fencing and any associated mitigation measures, should be submitted as part of a future application.	
Stormwater Quality: As COM/55/2025 was for a 1 into 3 lot Reconfiguration of Lot and associated Operational works, with the intention that the lots to be developed for future residential purposes, stormwater quality was not addressed as part of the application. A Conceptual site-based stormwater management plan or deemed to comply solution in accordance with Planning Scheme Policy 5 – Infrastructure will be required to demonstrate how the proposed development will achieve the stormwater quality design objective and the waterway stability design objective. Note the frequent flow management design objective is not required to be complied with. Also note that a monetary contribution for stormwater quality in lieu of on-site treatment is not applicable for this site as the waterway stability design objective applies (see 2.4.1.4 of PSP 5).	The proposed development will manage stormwater and surface discharge as follows: Drainage: ▪ Piped stormwater drainage network within the internal access roads and conveyed through privately owned underground stormwater management devices prior to discharge to the lawful points of discharge. ▪ A roofwater drainage network is proposed to service the roof areas and courtyards of the townhouse dwellings on to discharge to the on-site stormwater drainage network for conveyance to the stormwater management system. Quality: ▪ 15 (min) x OceanGuard 200-micron filter baskets are to be installed within all gully pits located within the internal road network. ▪ 56 x Ocean Protect 690 PSorb StormFilters. Lawful point of discharge: ▪ Piped outlet into stormwater easement under construction per COM/55/2025. Please refer to the following attachments for further information: ▪ Attachment 5 – SBSMP, prepared by DEQ; ▪ Attachment 5.1 – Civil Engineering Plans; prepared by DEQ; and ▪ Attachment 5.2 – Hydrological Analysis, prepared by DCF Engineering.

Overall, the proposed development has directly and comprehensively responded to all prelodgement advice given by Logan City Council and EDQ during the preparation of this development application.

7 CONCLUSIONS

This report demonstrates that the proposed 145-townhouse development at 35 University Drive, Meadowbrook provides an appropriate medium-density residential outcome that is consistent with the intended outcomes of Precinct 2 – Meadowbrook and the broader objectives of the PPDA.

The proposal makes efficient use of the site to contribute to housing supply and diversity, while delivering a high-quality two-storey built form that responds appropriately to the surrounding context. The development incorporates substantial architectural articulation, varied dwelling typologies and setbacks, landscaped interfaces, passive surveillance and clearly defined pedestrian and vehicle connections to establish a cohesive and attractive residential environment.

The proposal also provides appropriate residential amenity through generous private open space, centrally located communal facilities, landscaping and deep planting, together with suitable separation, orientation and access to daylight, ventilation and privacy. Access, parking, waste management and servicing arrangements have been designed to operate efficiently and minimise impacts on surrounding properties and the public realm.

Having regard to the assessment undertaken against the relevant provisions of the *Economic Development Act 2012*, the *LAP (SEQ Tranche 1) PPDA Draft PLUP* and the established development intent for the site, the proposal is considered to appropriately respond to the relevant planning and design considerations.

Accordingly, the development application is considered supportable on planning grounds and should be approved subject to reasonable and relevant conditions.