

PRELODGE MENT ADVICE

- ☒ MEETING ADVICE
☐ WRITTEN ADVICE
☐ PHONE ADVICE

Date of Advice	3 March 2026	Time: 9am
Meeting Location	Microsoft Teams	
EDQ PRE Ref. No.	PRE-2026-FLA-4492	
EDQ Contact Officer	Rachel Ritchie	
	Rachel.Ritchie@edq.qld.gov.au	

Site Details / Proposal

Priority Development Area (PDA)	Greater Flagstone
Proposal	PDA Development Permit for Reconfiguring a Lot – One (1) into thirty one (31) Industrial Lots, New Road, Balance Lots and PDA Development Permit for Material Change of Use for Various Commercial and Industrial Uses in accordance with a Plan of Development
Site Address	824-908 Greenbank Road, North Maclean
Real Property Description	Lot 1 on RP121663

Meeting Attendance

Name	Role	Organisation
Amanda Dryden	Project Director	EDQ
Adam Dunn	Director	EDQ
Leila Torrens	Manager	EDQ
Rachel Ritchie	Principal Planner	EDQ
Ali Rizayee	Planner	EDQ
Ava Jalali	Engineer	EDQ
Marco Bonotto	Project Director	EDQ
Nick Christofis	Planner	Saunders Havill Group
Brent Hailey	Managing Director	Orchard Property Group
Steve Korn	Development Manager	Orchard Property Group

Support for proposal

In principle, EDQ supports the proposed development, however the matters outlined below require further discussions with the applicant prior to lodgement of the PDA development application.

Planning Matters

The PDA Development Scheme that outlines the conditions and direction for development of this site is the Greater Flagstone PDA Development Scheme.

The following Development Scheme assessment criteria have been identified as relevant to the proposal;

- Business and Industry Zone requirements
- Implementation Strategy
- Design Outcomes
- Traffic, Access, Parking, Servicing

Also relevant to the proposal is the endorsed North Maclean Context Plan (Figure 1 and Figure 2), with the subject site located to the south of the context plan area. The subject site is shown on the context plan as:

- being within an Industry and Business Zone
- an indicative future biodiversity corridor overlay along the eastern part of the site
- a potential deep planning screening buffer along the site's western boundary (Greenbank Road frontage)
- a maximum building height of 2 storeys and 9.5m within 25m of the Greenbank Road frontage along the site's western boundary

Figure 1: North Maclean Context Plan

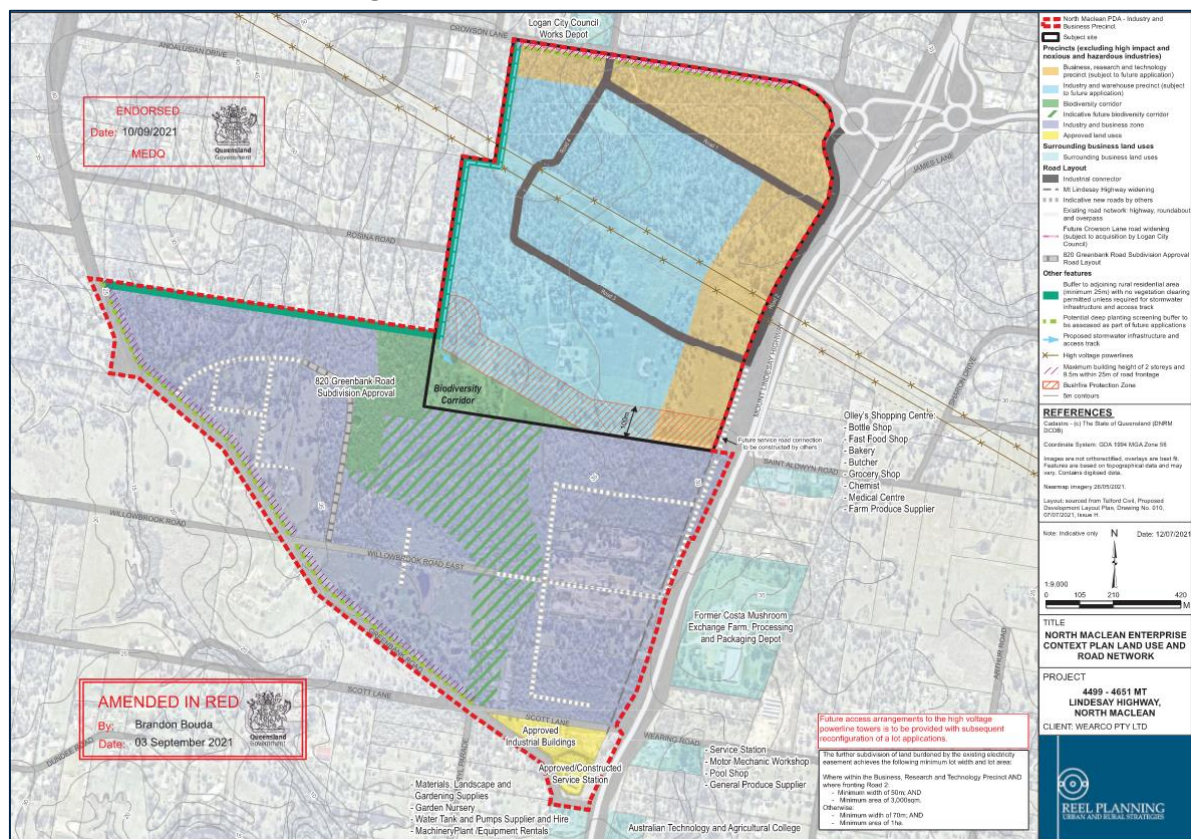


Figure 2: Excerpt from approved context plan showing subject site



PDA Guidelines

The following PDA Guidelines have been identified as relevant to the proposal;

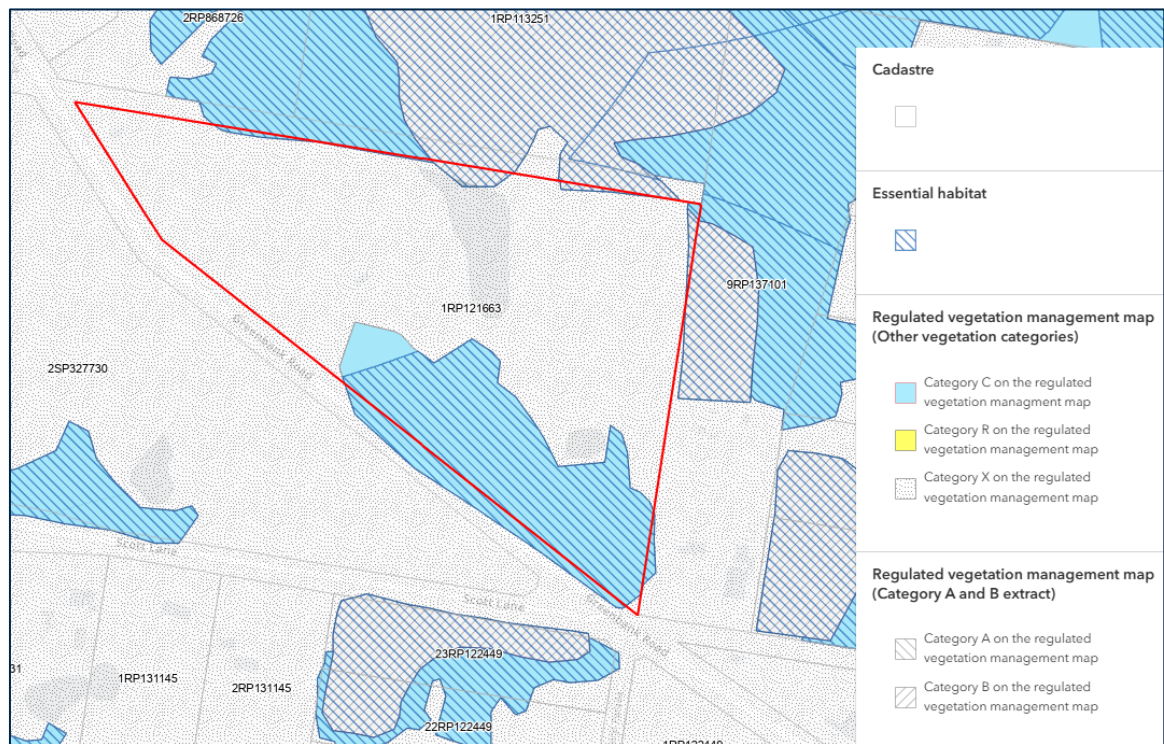
- PDA guideline no. 10 – Industry and business areas (May 2015)
- PDA guideline no. 13 – Engineering standards (September 2017)
- PDA guideline no. 6 – Street and movement network (February 2019)

State Interests

The following State Interests have been identified as relevant to the proposal;

- Biodiversity
 - MSES – Wildlife habitat (endangered or vulnerable, special least concern animal, koala habitat areas – core)
 - MSES – Regulated vegetation (category B, category c, essential habitat, wetland)
- Natural hazards, risk and resilience - *Flood hazard area – local government flood mapping area and bushfire prone area*

Figure 3: Regulated vegetation and essential habitat mapping (Source: DAMS)



Site Background/ Development History

The Minister for Economic Development Queensland (MEDQ) approved a Development Permit for Reconfiguring a Lot – 1 Lot into 4 Lots, plus roads and open space on 10 September 2021 (originating approval of the Flagstone Logistics Estate - EDQ Reference: DEV2018/961).

There have since been 3 approved changes to the approval, including:

- DEV2018/961/8 – Approved on 27 September 2023: This amended approval included the new drainage lots, pump station lot, additional industrial lot, temporary access easements and amended lot sizes.
- DEV2018/961/12 – Approved on 9 August 2024: This 2nd amended approval includes a new interim access road, realignment of boundaries, realignment of the sewer rising main and water main, and temporary vehicle access to the Powerlink easement.
- DEV2018/961/18 – Approved 20 March 2025 – This 3rd amended approval includes 4 new lots (Lots 200, 201, 202 and 203) for entry statements, realignment of the boundary between Lot 2 and Lot 3 and replacement of the Plan of Reconfiguration and Staging Sketch Plan.

Copies of these approvals and approved plans are available on the EDQ website ([Applications and approvals | Economic Development Queensland](#)).

Engineering Matters

Stormwater

- A Stormwater Management Plan addressing both quality and quantity must be provided. The plan should demonstrate compliance with the Logan Planning Scheme, State Planning Policy (SPP) requirements, and EDQ Guideline no. 13 – Engineering Standards.
- For stormwater quality, the development must incorporate appropriate treatment measures (e.g., bioretention, swales, GPTs) to achieve required pollutant load reductions and demonstrate compliance through MUSIC or equivalent modelling.
- For stormwater quantity, the development must demonstrate that post-development flows do not exceed pre-development conditions for relevant storm events and that lawful point of discharge requirements are met. Detention or other mitigation measures must be incorporated where necessary.
- Road and common areas are to be included in the stormwater management plan. Stormwater treatment of individual lots would need to be discussed further at subsequent pre-lodgement meetings once further details of proposed solutions are known.

Road upgrade

- A road upgrade is required along Willowbrook Road to achieve a 24 m trunk connector road reserve, comprising a 16 m wide carriageway with 4.0 m verges on both sides and a pedestrian footpath on one side of the road along the full site frontage. Land dedication may be required to achieve the full 24 m reserve.
- A cul-de-sac turn-head with a 15 m radius bulb (30 m diameter) is required to allow the design vehicle to undertake safe and efficient turning manoeuvres without the need for reversing truncations at the eastern end of the road.
- The western road connection to Willowbrook Road may need to be relocated to achieve appropriate intersection separation and comply with road design standards. The road must connect to the approved road realignment under DEV2025/1661.

Traffic

- A Traffic Impact Assessment (TIA) certified by a RPEQ Engineer must be provided to assess the development's impacts on the surrounding road network, including Willowbrook Road and the broader external network. The TIA should be prepared in accordance with EDQ Guideline no. 6 Movement Network.

Issues/Matters for Discussion

Applicant questions	EDQ response
Structure Planning and Road Network The applicant seeks EDQ's confirmation regarding: • Whether Willowbrook Road East is intended to function as the primary collector for this precinct; • Whether the eastern boundary	• Willowbrook Road is intended to be extended further east to connect to the service road on Mount Lindesay Highway and will function as the primary collector for this precinct. • The eastern boundary road shown in the DCOP is replaced by Willowbrook Road as the primary collector.

Applicant questions	EDQ response
road shown in the DCOP remains required or is replaced by Willowbrook Road East; • Whether retention of the biodiversity corridor without a through-road connection is acceptable; • Whether flood constraints may justify eventual removal of an eastern connection requirement.	• EDQ notes that a throughroad connection is required through the biodiversity corridor. • Flood constraints do not justify the removal of an eastern connection requirement. • A temporary turnaround area will be required until Willowbrook Road is connected to the east. The applicant will need to ensure the constructed road levels and width will line up for the future construction of the Willowbrook Road connection.
Servicing and Infrastructure The applicant seeks confirmation of: • Trunk water and sewer connection strategy; • Any updated trunk infrastructure sequencing; • Infrastructure upgrade expectations for Willowbrook Road East; and • EDQ's preferred approach to staging and coordination of trunk delivery.	• It is understood that the trunk water main on 820 Greenbank Road is intended to service the subject lot. • 820 Greenbank Road directly to the north of the subject lot has been approved (DEV2025/1661) and construction of the 300 trunk water main has been conditioned to be constructed by EDQ as part of the approval. • This 300 trunk water main is expected to be extended further east along Willowbrook Road. A 2m road widening on either side of Willowbrook Road will be required to facilitate the location of the trunk water main. • EDQ has entered an infrastructure agreement with 820 Greenbank Road to construct a sewer pump station to the south-east of the subject site. A condition has been included requiring delivery of the pump station by the developer of 820 Greenbank Road. • The sewer pump station is currently in the design stage and is expected to be completed shortly, with the developer indicating that construction of the sewer pump station is expected to commence mid-2026. • The gravity sewer alignment strategy to connect to the pump station is yet to be determined. The applicant advised that they would be open to discuss the gravity sewer alignment through the subject lot.
Infrastructure Charges and Offsets The applicant seeks EDQ's advice regarding: • Entering into an Infrastructure Agreement to manage refund exposure; • Mechanisms allowing	• EDQ's preference with respect to refunds is for these to be administered under the DCOP policy and would generally only look at an IA if the DCOP framework is not suitable to achieve the intended outcome. • Under the DCOP policy, EDQ cannot commit to providing a refund unless sufficient charges revenue has been collected, or other funding is made available to EDQ to facilitate catalyst infrastructure

Applicant questions	EDQ response
infrastructure charges from future building development to contribute toward any shortfall; and • EDQ's preferred credit and reconciliation framework.	delivery (e.g. State grants) • If trunk infrastructure is being delivered where the value significantly exceeds the likely infrastructure charges, EDQ's preference would be for the applicant to lodge Provisional Offset applications for relevant trunk infrastructure items, including an assessment of expected infrastructure charges, highlighting that a refund will be requested in the future. This will allow EDQ to undertake assessments of: ▪ The eligibility of the identified works/scope as offsettable ▪ The eligibility of the applicant to receive a refund against the DCOP requirements ▪ An assessment of EDQ's current position and capacity to provide a refund, where consistent with the DCOP policy • An option that may be considered could be assigning excess offsets to individual developed sites, so that these could be sold with the lot (to be offset against future MCU charges for the purchaser) • Charges within the PDA are not geographically isolated, so EDQ's capacity to facilitate a refund will be based on charges revenue across the entire PDA, not just within the North McLean area. This criteria is based on actual charges collected, not potential or future development revenue
Flooding The applicant seeks confirmation of: • EDQ flood immunity requirements for industrial subdivision; • Expectations regarding compensatory earthworks; and • Whether flood constraints may influence road connection requirements in the eastern portion of the site.	• Industrial lots must achieve flood immunity to at least the 1% AEP event plus appropriate freeboard, in accordance with the Logan Planning Scheme. Compliance with the Logan Planning Scheme flood hazard overlay and any applicable TLPI must be demonstrated in the DA application. • Access and essential infrastructure must remain functional during the designed flood event. As Greenbank Road is inundated during flood events and serves as the development's primary access, a Flood Emergency Management Plan should be prepared by an RPEQ engineer. • Any filling within a flood affected area must be supported by a flood impact assessment demonstrating no worsening of flood levels, velocities, or hazard on surrounding properties. Full compensatory cut for any fill within the floodplain must be provided unless a flood study and hydraulic

Applicant questions	EDQ response
	modelling demonstrate that no adverse impacts will occur. Flood constraints may influence the feasibility, level, and alignment of proposed road connections. The development must demonstrate that proposed roads maintain safe flood immunity for the design events, do not create adverse upstream or downstream impacts, and comply with Logan City Council flood hazard requirements.
Ecology The applicant seeks EDQ's confirmation regarding: - Sufficiency of the retained corridor alignment and width; - Expectations regarding rehabilitation and management outcomes; and - Offset requirements where vegetation removal may be necessary.	- The proposed biodiversity/ecological corridor will need to take into consideration the Endorsed North Maclean Context Plan prepared by Reel Planning, endorsed on 10 September 2021 and the approved North Maclean Ecology Report prepared by 28 South Environmental, approved on 10 September 2021 as part of EDQ Ref: DEV2018/961 (see Figures 1 and 2 above). - The Endorsed North Maclean Context Plan requires a potential deep planting screening buffer to be assessed as part of future applications (see below). The ability for this to be provided needs to be addressed in any DA application. - The submitted RoL plan notes the presence of melaleuca irbyana (swamp tree). Any action that impacts this species will require an EPBC referral by the applicant. This will need to be addressed in a DA application. - The regulated vegetation mapping indicates that the essential habitat and regulated vegetation is located in the southern part of the site, over which industrial lots are proposed to be sited. Any DA will need to be supported by a detailed ecological assessment, including the findings of ground truthing ecological surveys on the site and recommendations on how flora and fauna can be managed and impacts mitigated.
Acceptable Uses within the Industry and Business Precinct The applicant seeks EDQ's advice regarding: - Acceptability of commercial or retail uses within the precinct; - Whether food and drink or supporting retail uses servicing this part of the PDA would be supported; and	- Any proposed commercial or retail uses will need to be complimentary to the industrial estate and be small in scale. These uses will need to be economically justified through an Economic Needs Analysis which will need to take into consideration existing approved and proposed retail uses in and around the estate and demonstrate that the proposed development will not impact on the existing centres hierarchy. - The intended purpose of any proposed commercial or retail development should be to only service the internal needs of the estate and not be intended to service

Applicant questions	EDQ response
Any preferred limitations or thresholds for such uses.	external needs outside of the estate. Furthermore, the traffic impacts and any other relevant impacts of any proposed retail uses will need to be considered and addressed in a development application. The Greater Flagstone PDA Development Scheme only permits a maximum of 500m² retail GFA within the Industry and Business Zone. There are a number of existing, approved and proposed retail uses in the industrial estate, specifically 930m² of existing and approved retail uses directly to the south of the subject lot on Lot 1 on SP267252 (EDQ Reference: DEV2023/1417).

Figure 3: Approved plan from Development Permit for site to south (Lot 1 on SP267252) – DEV2023/1417



Other Matters

- It is strongly recommended that further prelodgement meeting be held prior to finalisation of any development concepts and lodgement of a development application with EDQ.
- Required Technical/Specialist reports include:
 - Architectural plans and drawings
 - Landscape Plan
 - Vegetation Management Plan

- Economic Needs Analysis
 - Bulk Earthwork Plan
 - Civil Works Plan
 - Engineering Services Report
 - Flooding and Stormwater Management Plan
 - Traffic Impact Assessment Report
- The development assessment fee will be determined upon lodgement of application.
- The requirement for public notification is to be determined.

Lodgement Material

1. A PDA Development Application can be lodged with EDQ via:
 - the online customer portal <https://portal.edq.qld.gov.au/> OR
 - [Email: developmentsservices@edq.qld.gov.au](mailto:developmentsservices@edq.qld.gov.au)
2. If you intend to lodge a PDA Development Application in the future, please include a copy of this advice with your application.

Disclaimer: *This prelodgement process provides initial advice relevant to a development proposal to assist in streamlining the formal development assessment process. The initial advice provided is based on the relevant Development Scheme in effect on the date the advice is provided. The advice given by EDQ officers does not constitute a formal response or decision by MEDQ and in no way fetters a future decision by MEDQ. Please note that MEDQ may provide to third parties or publish this document if required or authorised by the Information Privacy Act 2009, Right to Information Act 2009, Economic Development Act 2012, other legislation or by law.*

Should you require any further information about this matter, please contact Rachel Ritchie, as referenced above.

PRELODGE MENT A DVICE

- ☒ MEETING A DVICE
☐ WRITTEN A DVICE
☐ PHONE A DVICE

Date of Advice	23 June 2026	Time: 11am
Meeting Location	1 William Street, Brisbane	
EDQ PRE Ref. No.	PRE-2026-FLA-4885	
EDQ Contact Officer	Rachel Ritchie, Principal Planner	
	Rachel.Ritchie@edq.qld.gov.au	

Site Details / Proposal

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Leila Torrens	Manager	EDQ
Rachel Ritchie	Principal Planner	EDQ
Ava Jalali	Engineer	EDQ
Jack Landsberg	Manager – Engineering	EDQ
Chanelle Wallerstein	Principal Engineer	EDQ
Nick Christofis	Planner	Saunders Havill Group
Brandon Bouda	Planner	Saunders Havill Group
Brent Hailey	Managing Director	Orchard Property Group
Steve Korn	Development Manager	Orchard Property Group
Wayne Moffitt	Ecologist	28South
Fraser Jones	Traffic Engineer	Bitzios
Luke Darragh	Traffic Engineer	Bitzios
Darlan Castro	Stormwater Engineer	Arcadis
Laura Willemsen	Engineer	Arcadis

Support for proposal

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An earlier prelodgement meeting to discuss the proposal was held in March 2026 (PRE2026-FLA-4492). The revised proposal reduces the previous subdivision layout by 2 lots.

Copies of approvals and approved plans are available on the EDQ website ([Applications and approvals | Economic Development Queensland](#)).

Issues/Matters for Discussion

Issue / Matter	Discussion
Revised Layout	• EDQ notes potential constraints relating to access locations near intersections. The application must demonstrate compliant and safe driveway locations, including: ○ Avoidance of conflict with intersections and servicing infrastructure Adequate sightlines ○ Coordination with utility infrastructure. ○ Access restrictions or POD controls may be required to manage these outcomes.
Traffic / Movement	• EDQ does not object in principle to a reduced internal road reserve, subject to detailed justification. The application must include a Traffic Impact Assessment demonstrating: ○ Justification should also address consistency with surrounding similar development, which generally adopts 24m reserves ○ Adequate carriageway width and manoeuvring (including swept paths) ○ Capacity for servicing, parking and vehicle movements ○ Accommodation of utilities within reduced verge widths. • EDQ accepts the proposed cul-de-sac arrangement subject to: ○ Demonstrating that additional connections would result in unacceptable ecological impacts (e.g. EPBC implications)

	○ Future network connections are not precluded by the layout. ○ Providing swept path plans for intended maximum vehicle size. • EDQ acknowledges the ecological constraints associated with extending Willowbrook Road, including potential EPBC referral risks. The current approach of not constructing the extension as part of this application is acceptable in principle, provided: ○ Future delivery is not compromised ○ Servicing and access outcomes remain functional ○ Traffic modelling confirms adequate performance of the current network.
Ecology & Ecological Reporting	• EDQ is generally supportive of the revised ecological approach, including the widened corridor and increased retention of vegetation. The proposal demonstrates improved alignment with ecological objectives of the Context Plan. • The application should include the final ecological reporting (including fauna surveys) confirming corridor function, vegetation retention and consistency with EPBC requirements.
Planting Buffer Removal	• EDQ acknowledges that the existing mature vegetation within the road reserve may achieve the intended screening function. In principle, this approach may be acceptable. However, further detail is required at lodgement regarding: ○ The proposed interface treatment between industrial lots and the road reserve vegetation ○ Long-term maintenance arrangements ○ Contingency measures should vegetation be removed or degraded ○ Clear plans and sections must demonstrate how the interface outcome will be achieved ○ Confirmation that the sewer will not be located on the northern side of Greenbank Road (see further advice below).
Watermain extend of trunk in Willowbrook Road and Offset Alignment	• EDQ confirms that the trunk watermain is expected to be extended to the end of the constructed road under the adjoining Norhart development approval and confirmed in the submitted compliance assessment. This should enable connection without requiring rework of new infrastructure.
Flooding and stormwater	• EDQ notes the general approach to flooding appears acceptable in principle. • Detailed flood modelling and stormwater reporting will be required at lodgement to confirm no adverse impacts. • EDQ's requires a consolidated stormwater management approach (including detention and quality treatment), rather than reliance solely on lot-by-lot solutions. EDQ's Group Director – Infrastructure

	has confirmed that lot-by-lot solutions are only acceptable for large lots (eg: exceeding 10,000m ²).
Sewer infrastructure alignment	• EDQ acknowledges that a southern alignment for sewer on Greenbank Road may reduce impacts to ecologically significant vegetation and EPBC risk. • EDQ's Group Director – Infrastructure has confirmed that the preference is for the sewer to run through the subject site. Alternative routes would need to be subject to further discussion. • Confirmation of the final alignment, staging and delivery responsibilities will be required at lodgement. Coordination with adjoining developments is necessary to ensure an integrated servicing outcome.
Other Information	• EDQ supports the proposed staging approach in principle. The application should clearly identify: ○ Stage 1 extent ○ Balance land (future stage) ○ Relationship between stages and future approvals. ○ Supporting planning reports and plans must clearly articulate the staging strategy. • Further consultation with Logan City Council is recommended, particularly in relation to stormwater infrastructure approach and long-term maintenance. • Ongoing coordination with adjoining developments is required for trunk infrastructure delivery (water and sewer). • A follow-up meeting may be beneficial to resolve stormwater and interface design matters prior to lodgement.

Lodgement Material

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