



REEL PLANNING
URBAN AND RURAL STRATEGIES

TOWN PLANNING REPORT

4499-4651 Mount Lindesay Highway, North Maclean
North Maclean Enterprise Precinct

Development Application for Reconfiguring a Lot - Subdivision for
Four Management Lots Plus Road and Open Space

Wearco Pty Ltd

3 September 2018

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1 EXECUTIVE SUMMARY

This application applies to land at 4499-4651 Mount Lindesay Highway, North Maclean. It seeks approval to subdivide the existing 117.9ha site into four management lots (and includes the establishment of internal roads and open space areas).

It is intended that the management lots will facilitate the development of the site for the North Maclean Enterprise Precinct - a mixed use business and industrial development. These land uses will be established through subsequent development applications for Material Change of Use and (where required) Reconfiguring a Lot applications.

The site is in the Greater Flagstone Priority Development Area and is subject to the Greater Flagstone Urban Development Area Development Scheme. Specifically, the site is located in the Industry & Business Zone where an application for Reconfiguring a Lot is identified as a Column 3A (Permissible Development) matter requiring an application to be lodged with Economic Development Queensland (EDQ).

This report includes an assessment of the proposed development against the applicable development instrument being the Greater Flagstone Urban Development Area Development Scheme as well as other relevant State and local benchmarks. The report and attached technical reports demonstrate that the application complies with the Development Scheme and will be a positive outcome for the greater area. On this basis the application should be approved.

2 APPLICATION DETAILS

Address:	4499 - 4651 Mount Lindesay Highway, North Maclean
Lot Description:	Lot 39 on SP258739
Site Area:	117.9ha (including 2.4281ha of excluded area - floating reservation for public road purposes)
Current Use	Dwelling House and ancillary sheds, dams and rural activities Low Impact Industry - Sand and gravel storage and distribution
Applicant:	Wearco Pty Ltd
Land Owner:	Geoffrey Leonard Wearing
Easements:	Easement D on RP125435 Burdening the land in favour of Queensland Electricity Commission for high voltage powerlines
Application Type:	Development Permit for Reconfiguring a Lot
Priority Development Area:	Greater Flagstone
Development Instrument:	Greater Flagstone Urban Development Area Development Scheme
Zone:	Industry and Business Zone
Constraints:	Electricity Easement Remnant vegetation Waterway
Infrastructure Plan:	Infrastructure Charging and Offset Plan - Greater Flagstone
Level of Assessment	Column 3A - Permissible Development
Assessing Authority:	Economic Development Queensland (Department of State Development, Manufacturing, Infrastructure & Planning)
State Interest (Planning Regulation 2017):	Native Vegetation Contaminated Land Waterway Barrier Works State Transport Corridors
State Interests (SPP 2017):	Economic Growth <ul style="list-style-type: none"> - Agriculture - Development and Construction Environment and Heritage <ul style="list-style-type: none"> - Biodiversity Safety and Resilience to Hazards <ul style="list-style-type: none"> - Natural Hazards, Risk and Resilience Infrastructure <ul style="list-style-type: none"> - Energy and Water Supply - Infrastructure Integration - Transport Infrastructure
Supporting Plans / Reports:	Appendix A - Context Plans Appendix B - Assessment against UDA Criteria Appendix C - Engineering Services Report Appendix D - Site Based Stormwater Management Plan Appendix E - Ecology Response Appendix F - Bushfire Management Plan Appendix G - Traffic Impact Assessment
Primary Contact:	Reel Planning Pty Ltd Kieran Ryan Principal Planner P: 3217 5771 E: kieran@reelplanning.com

3 INTRODUCTION

This application is made on behalf of the Applicant, Wearco Pty Ltd, over land at 4499-4651 Mount Lindesay Highway, North Maclean. It seeks approval to subdivide the land to accommodate a future mixed use business and industrial precinct.

The purpose of this report is to carry out an assessment of the proposal against the applicable development instrument, being the Greater Flagstone Urban Development Area Development Scheme, as well other relevant matters including State interests and the Local Government Planning Scheme.

The report includes an overview of the site and the locality as well as a description of the proposal. This is followed by a detailed assessment of the Development Scheme, the State interests and the Local Government Planning Scheme. A discussion on community consultation carried out to date and planned consultation is provided at the conclusion of the report.

4 PROJECT BACKGROUND

Designation

The site forms part of the Greater Flagstone Priority Development Area (PDA) which was declared a on 8 October 2010. It forms part of the eastern Priority Development Area along the Mount Lindesay Highway, and is intended to accommodate Industry and Business development.

EPBC Referral

Referral under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) was undertaken in July 2013. Final approval, subject to conditions, was issued in February 2016.

Pre-Application Meeting

Several meetings have been held with EDQ prior to the preparation of this application. The most recent meeting in July 2018 related to infrastructure and servicing however a Pre-Application meeting relating to this application was held with EDQ on 12 July 2017. The proposal that forms the basis of this application reflects the comments and requests from EDQ that arose from the Pre-Application Meeting.

5 THE SITE

This section of the report provides a description of the site, including details about the existing use and notable characteristics of the site.

5.1 SITE DESCRIPTION & EXISTING USE

The site is at 4499-4651 Mount Lindesay Highway, North Maclean and is formally described as Lot 39 on SP258739 (Figures 1 and 2). The site has an area of 117.9ha.

Historically the land has been used for rural purposes. A house and associated sheds remain at the centre of the southern portion of the site. Vehicle access is provided direct from Mount Lindesay Highway in the south-eastern corner of the site as well as to the north from Crowson Lane.

A sand and gravel storage and distribution business was established on the site in 2014, following the issuing of a development permit from Economic Development Queensland (EDQ) (Application Reference DEV2014/580) and is accessed via a driveway from Crowson Lane, in accordance with the development approval.

5.2 TOPOGRAPHY

The site is undulating and features a rise from alluvial flats in the east to a low ridge at the west. The highest point on the ridge is approximately at RL 43m at the north-west corner of the site. The site falls towards the south-west from the ridge at an approximate grade of 1.5% and towards the east at an approximate average grade of 1.7%. The lowest point of the site on the southern boundary is at RL 27m and the lowest point of the site on the east boundary is approximately at RL 22m.

5.3 VEGETATION

Review of aerial photography reveals that the site has been significantly cleared in recent history for use as agricultural and pastoral land. In 1955 the site was almost entirely cleared with only scattered clumps and individual trees. The site was retained in this state until about 1983 when agricultural activities slowed, allowing regrowth of vegetation across some of the property.

5.4 ENCUMBRANCES

There is an easement (Easement D on RP125435) traversing the site from south-east to north-west corner. The easement burdens the land in favour of Queensland Electricity Transmission (Powerlink) for the purposes of high voltage power lines. The easement is approximately 100m in width and has an area of 11.028ha.

5.5 SURROUNDING ROAD NETWORK

The site has frontage to Mount Lindesay Highway along its eastern boundary, which (in proximity to the site) is a dual carriageway State controlled road but (in proximity of the site) only provides for a single lane in each direction. Crowson Lane is a Local Government road and borders the subject site at its northern boundary.

The Mount Lindesay Highway / Crowson Lane interchange is at the north-eastern corner of the site and was subject to a major upgrade in 2011/2012. The interchange includes a roundabout on each side of the highway connected by an overbridge and resulted in a resumption of part of the subject site. On and off ramps to the interchange are provided in each direction of travel and there is sufficient area available for a future upgrade of the highway to four lanes without any further land resumptions in proximity of the site.

Rosina Road, which services adjacent rural residential land terminates at the western boundary of the site.

5.6 SERVICES

The site has access to existing underground electrical services along Mount Lindesay Highway and Crowson Lane and can be connected to telecommunication services.

Existing water infrastructure is available along the northern side of Crowson Lane and the eastern side of the Mount Lindesay Highway.



FIGURE 1: AERIAL PHOTOGRAPH OF THE SITE

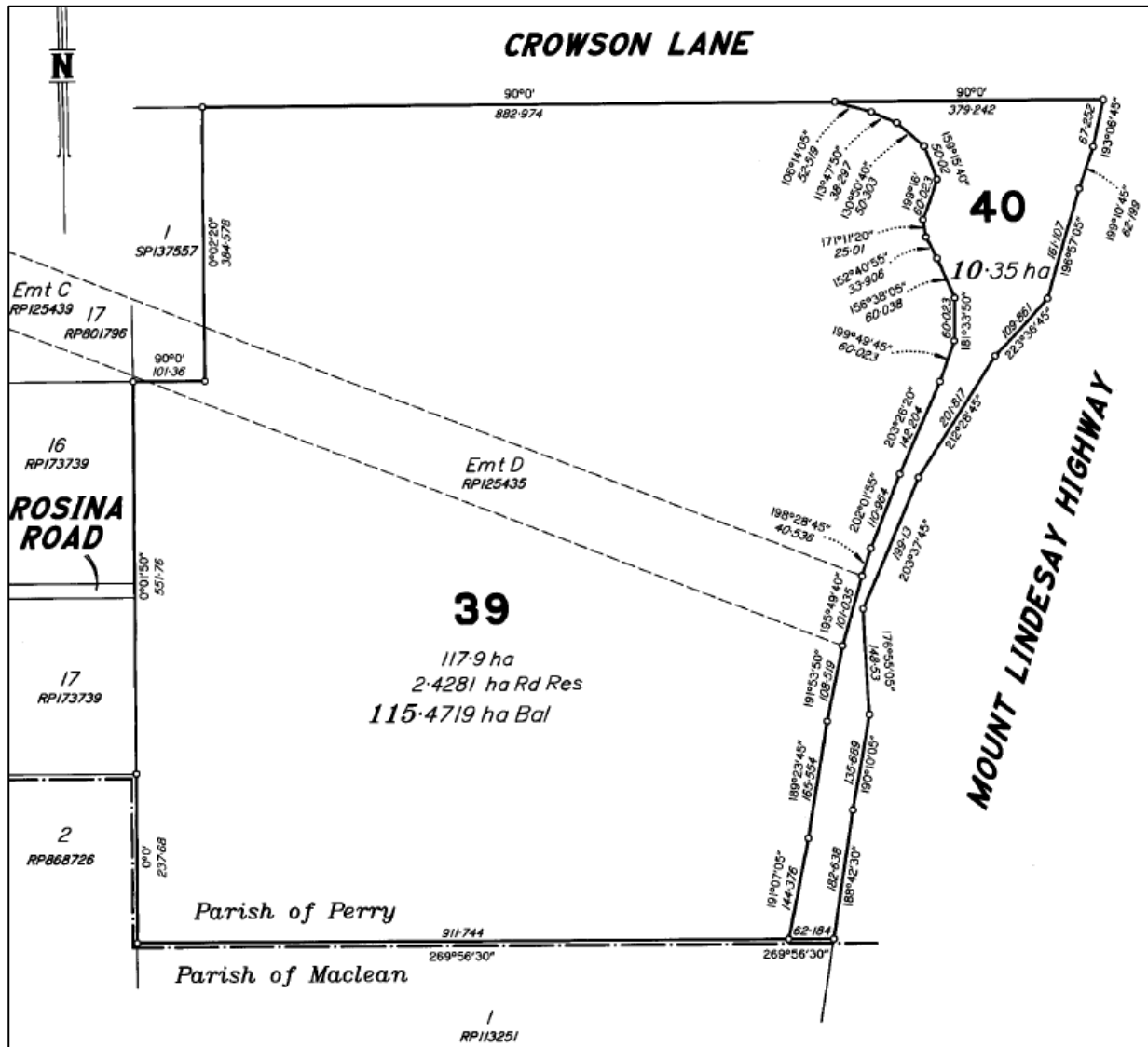


FIGURE 2: REGISTERED PLAN OF THE SITE

6 ADJOINING LAND USES AND THE LOCALITY

The site is at the northern extent of the locality of North Maclean. North Maclean is characterised by a significant area of rural residential development; individual houses on large residential lots (typically 2ha - 4ha). There are some larger parcels of land within North Maclean, primarily around the eastern extent of the locality toward Greenbank Road and Mount Lindesay Highway, which includes the site. At 117.9ha the site is the largest undeveloped individual parcel of land in the North Maclean locality. The other large undeveloped parcels typically contain rural or agriculture uses, houses, or are vacant.

Three major road corridors traverse the North Maclean locality: Teviot Road in the west, Greenbank Road the centre and Mount Lindesay Highway (state controlled road) to the east. The Brisbane-Sydney railway is at the most westerly extent of the locality.

To the west of the locality of North Maclean is the locality of Flagstone. Flagstone is a large master planned community including a city centre, residential neighbourhood, education facilities, commercial centres, industry and business area, open space networks and public transport facilities.

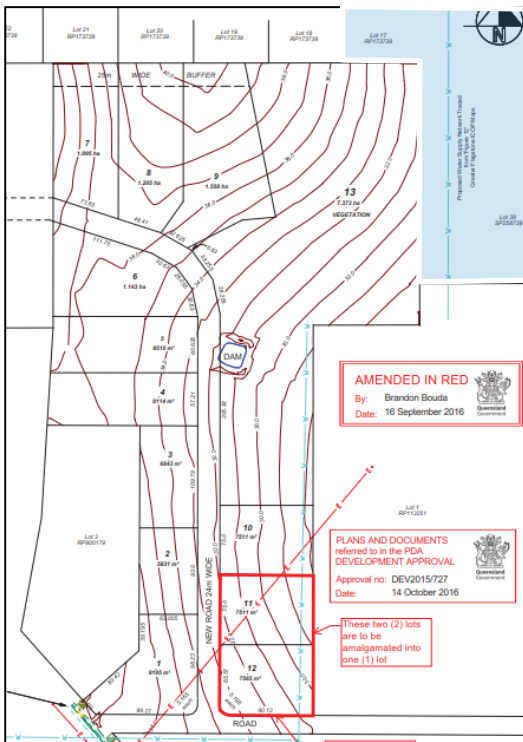
A locality plan is included in [Figure 3](#).

A search has been carried out of recent development applications and approvals as available on surrounding properties and the findings are summarised in **Table 1** below.

Table 1 - Summary of Surrounding Development Applications / Approvals			
Address	Application Reference and Type	Application Type	Application Details
820 Greenbank Road, Greenbank (Lot 2 RP868726)	DEV2015/727	Reconfiguring a Lot	1 into 12 lots with Road and Balance Lot
916-944 Greenbank Road, Greenbank (Lot 2 SP267252)	DEV2017/850	Material Change of Use	Warehouse, low impact industry and service industry
946-960 Greenbank Road, North Maclean (Lot 1 SP267252)	DEV2015/669	Reconfiguring a Lot	1 into 4 lots to establish lease areas

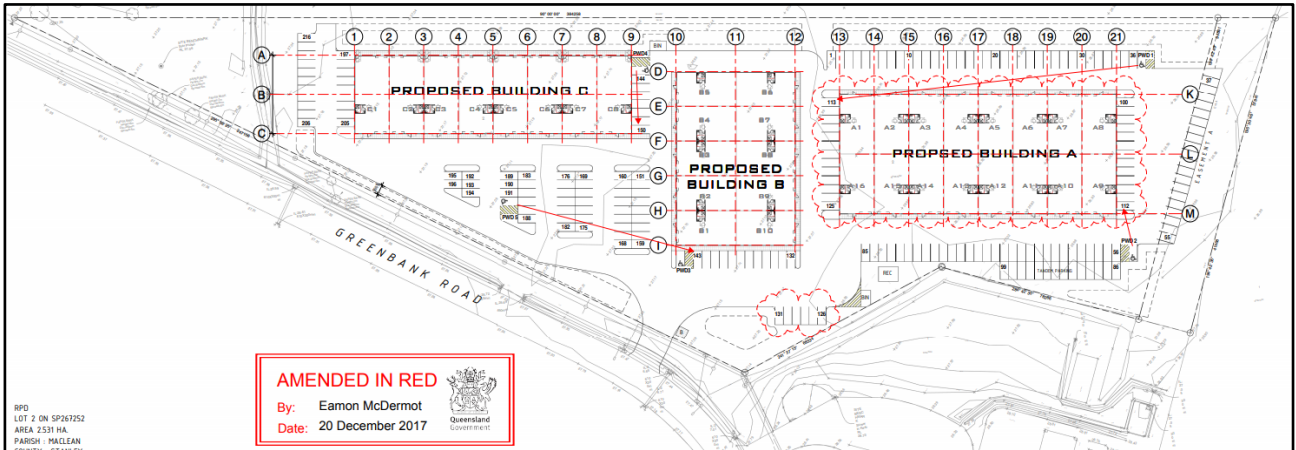
820 Greenbank Road, Greenbank

A development permit for Reconfiguring a Lot (1 into 11 lots, plus road and balance lot) was approved on 14 October 2016. An excerpt from the approved plan is shown below, with the subject site marked in blue:



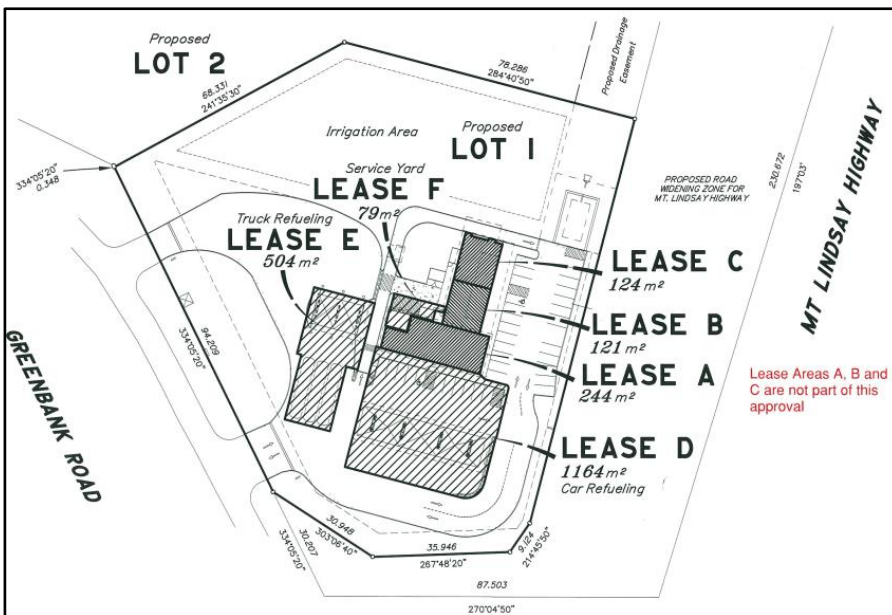
916-944 Greenbank Road, Greenbank

A development permit for Material Change of Use to establish a Warehouse, Low Impact Industry and Service Industry was approved on 21 December 2017. An excerpt from the approved plan is shown below:



946-960 Greenbank Road, Greenbank

A development permit for Reconfiguring a Lot (1 into 4 lots to establish lease areas) was approved on 16 April 2015. An excerpt from the approved plan is shown below:



7 PROPOSAL DETAILS

This section of the report provides a description of the proposal.

7.1 APPLICATION TYPE

This application formally seeks approval for a Development Permit for Reconfiguring a Lot - 1 into 4 Lots plus road and open space. The lots are to be management lots to broadly identify the precincts within the site. Future land uses, and further subdivision, will be subject to development application for Material Change of Use and Reconfiguring a Lot. The subdivision is to be undertaken over 4 stages, with each lot forming a separate stage. Stages may be developed at the same time (subject to market demand) and infrastructure will be staged accordingly.

The Proposed Development Layout Plan (ACE180514.CIV.DA, DWG10, Issue D, dated 11/07/2018) Prepared by Australian Consulting Engineers represents the subdivision plan and shows subdivision into four lots as follows (see figure 4):

- Lot 1: 15.52ha
- Lot 2: 29.80ha
- Lot 3: 26.34ha
- Lot 4: 35.51ha

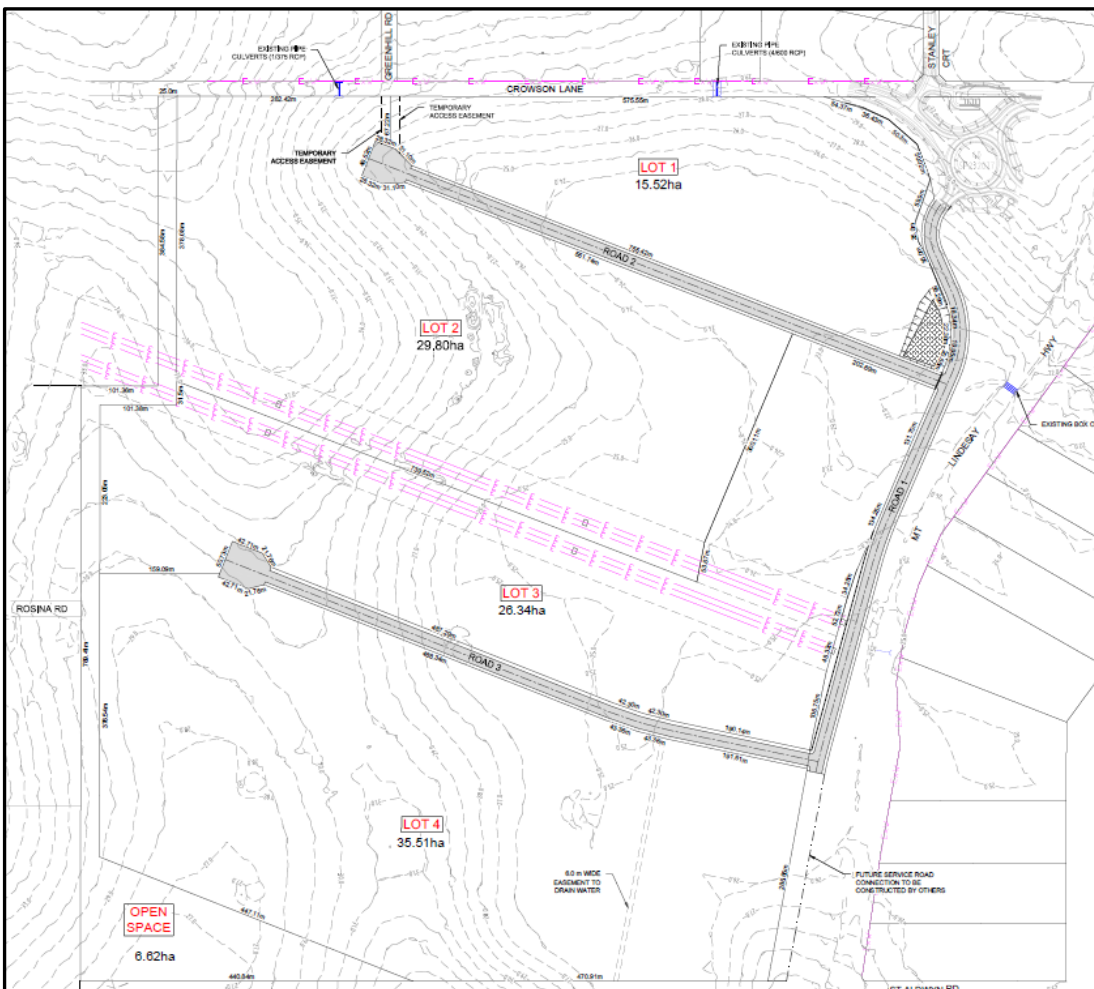


Figure 4: Proposed subdivision layout

Three roads are marked on the subdivision plan. Access to the internal roads will be provided via Road 1 which is to be constructed in the Mount Lindsay Highway reserve. Two internal cul-de-sacs (Road 2 and Road 3) provide access from Road 1 to the proposed allotments (as well as future lots) while a temporary access easement is proposed to provide access between the northern road and Crowson Lane. An Open Space area of 6.62ha is provided, primarily in the south western corner of the site but extending up the western boundary at a width of 25m.

7.2 TECHNICAL REPORTS

The application is supported by the following technical reports which inform and respond to the relevant assessment criteria and are referred to throughout this report (and the assessment of the UDA development criteria in Appendix B).

- **Appendix C** - Engineering Services Report, Issue F, dated June 2018, prepared by Australian Consulting Engineers
- **Appendix D** - Site Based Stormwater Management Plan, Issue E, dated June 2018, prepared by Australian Consulting Engineers
- **Appendix E** - Ecology Response, dated 31 March 2017, prepared by 28 South Environmental, incorporating:
 - Technical Attachment 1 – Ecological Investigations, dated 16 March 2016
 - Technical Attachment 2 – Waterway Investigation, dated 16 March 2017
- **Appendix F** - Bushfire Management Plan, dated 13 July 2018, prepared by Land & Environment Consultants
- **Appendix G** - Traffic Impact Assessment, dated 6 August 2018, prepared by Rytenschild Traffic Engineering

7.3 CONTEXT PLAN

Section 3.2.8 of the Development Scheme requires the preparation of a context plan to support a development application on land in the Priority Development Area.

A Context Plan is provided in support of this application at **Appendix A**. The Context Plan demonstrates the intent for a logical and integrated development of the site, having consideration for existing and future development, connections and services in the immediate vicinity. The plan has been prepared with reference to Practice Note 9 'Context Plans'.

The Context Plan identifies the likely schematic locations of the road network, land use precincts, network infrastructure, water and sewerage networks, and open space and buffers.

Road Network

The internal road network connects to a service road along the eastern boundary of the site. The service road provide access between the roundabout interchange at Crowson Lane and the southern internal road. The service road can be extended south (by others) to service future development south of the site.

The proposal also includes a temporary access easement to Crowson Lane from the head of the northern internal road.

Sewer, Water and Stormwater Network

The water network is proposed follow the alignment of Road 1 south from the Crowson Lane interchange, with branches along Road 2 and Road 3. The proposed connection point to the water mains is from midway along Road 1 to the eastern side of Mount Lindesay Highway.

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The proposed sewer reticulation network will run in a 'U' shape connecting Road 2 and Road 3 via a section of Road 1. The sewer main is proposed along the northern side of Road 2 and Road 3, and the western side of Road 1.

A proposed sewerage treatment plant is proposed at the eastern end of Lot 1, adjacent Detention Basin 1.

The stormwater infrastructure will be in a similar alignment to that of the water network, with additional infrastructure to manage the external flow. The external flow will be directed north along a 6.0m wide drainage easement from the southern boundary as well as along Roads 1, 2 and 3. The external flow will discharge from the site at the lawful point of discharge into a box culvert under Mount Lindesay Highway.

Network Infrastructure

A high voltage electricity easement traverses the centre of the site from east to west.

Underground electricity services are available along Mount Lindesay Highway and Crowson Lane, to the north-west of the site. The site and adjoining rural residential lots are currently serviced by Telstra infrastructure, and Optus infrastructure is available along Mount Lindesay Highway.

Land Use Precincts

The proposed Context Plan identifies two precincts - a Business, Research and Technology precinct and an Industry and Warehouse precinct. The Business, Research and Technology precinct incorporates Lot 1 and continues along the eastern boundary of the subject site at a width of approximately 200m.

The balance of the site is designated for the Industry and Warehouse precinct.

Provision of both precincts achieves the intent of the Industry and Business Precinct as described in the Development Scheme.

Open Space and Buffers

A 25.0m wide environmental swale is situated along the western boundary of the site and provides a dual purpose to convey runoff from the site and provide a buffer to the rural residential development to the east of the site.

Open space is provided at the south-western corner of the site for the purposes of improving the ecological outcome for the proposed development. The design was altered following a request from EDQ during the Pre-Application Meeting.

This planning report and the supporting technical reports provide further and detailed information regarding the environmental values of the site, identification of site constraints and management measures, and recommendations for external connections and planning requirements.

The Context Plan demonstrates the proposed subdivision will achieve the vision for the Flagstone PDA and the development intent for the Industry and Business Precinct.

7.4 PLAN OF DEVELOPMENT

A Plan of Development has not been prepared for the site as the application does not seek to regulate building development on and within the lots created by the proposed subdivision. The purpose of this application is to obtain approval for management lots and a Context Plan which delineates broad precincts. Future land uses and subdivision will be subject to a further application.

7.5 INTENDED USES

In accordance with the intent of the Industry and Business Precinct, the following land uses may potentially be established on the site (subject to a development application):

- Low impact industry
- Medium impact industry
- Research and technology facility
- Service industry
- Warehouse

Other uses, where supporting or complementary to the primary intended uses in the zone, or uses that do not compromise the long term use of the land, may include:

- Commercial and trade retail activities
- Business

Proposed uses will be subject to an application for a Material Change of Use.

8 THE DEVELOPMENT SCHEME

8.1 OVERVIEW

This section of the report includes an assessment of the proposal against the Development Scheme, being the Greater Flagstone Urban Development Area Development Scheme dated October 2011. The report addresses the following components of the Development Scheme:

- Strategic Context and Vision;
- Land Use Plan and UDA Development Requirements;
- Infrastructure Plan;
- Implementation Strategy.

8.2 STRATEGIC CONTEXT AND VISION

8.2.1 Strategic Context

The proposed development is aligned with the intent of an Identified Growth Area the SEQRP 2031, being that the *"...area could accommodate an enterprise precinct with office, commercial, warehouse, retail services and low impact industrial uses."*

The proposal seeks a management lot subdivision which will ultimately facilitate a variety of business and industry uses.

The strategic context for North Maclean seeks a *"broader mix of industries and business...to service planned growth in the corridor and broaden the range of employment opportunities available to local communities, including the growing population in the Greater Flagstone UDA. Industrial development at North Maclean should be appropriately planned and designed to ensure the residential amenity in the locality is maintained."*

8.2.2 Vision

The vision for the Greater Flagstone PDA identifies three component areas, each with its own unique characteristics. The subject site is located in North Maclean, one of the three component areas. The vision for North Maclean is that it will *be a substantial mixed industry and business area providing a wide range of services and employment opportunities to a large catchment that includes Flagstone, Yarrabilba, Greenbank Central and extensive rural residential areas.*

The vision is described in more detail through five themes, the relevant ones of which are discussed below.

Theme 1 – A community framed by green landscapes

The theme refers to important landscape features (such as the Logan River, Tevoit Brook, Flinder Peak, Round Mountain, important waterways and ridgelines) which are located in other parts of the PDA. The proposed development nevertheless ensures that it makes a contribution to ecological values and landscape character of the PDA through the inclusion of a 25 metre wide buffer along the western boundary and an area of greenspace at south western corner of the site.

Theme 2 – A liveable community

The theme (in part) seeks to protect residential uses from higher density development. The application is for subdivision only and does not seek approval for land uses on the site, however layout is considered to achieve this intent through the introduction of a buffer along the western boundary and the identification of the

business research and technology precinct in Lot 1. The residential amenity will be further considered as part of future stages of development through mechanisms such as individual lot design, detailed building design and landscaping.

The future development of the site for a variety of industrial and business uses will promote employment opportunities and economic growth for the region.

Theme 3 – A prosperous community

The theme seeks to achieve a sustainable community with many employment opportunities for future residents to be contained within the PDA. The proposed management lot subdivision on the subject site will create the opportunity for future development of the site for a variety of industrial and business uses. The subdivision will provide land and opportunity for development of the lots to respond to the industries and businesses that the region requires at the time of development, to promote employment opportunities and economic growth for the region.

Theme 4 – An inclusive community

Theme 4 primarily relates to residential neighbourhood development and community uses and is not considered relevant to the proposed development for industry and business uses.

Theme 5 – A connected community

Similar to the previous theme, Theme 5 is more aligned to residential development, neighbourhood design and the location and connectedness of the major and district centres. It is not considered relevant to the proposed business and industry development.

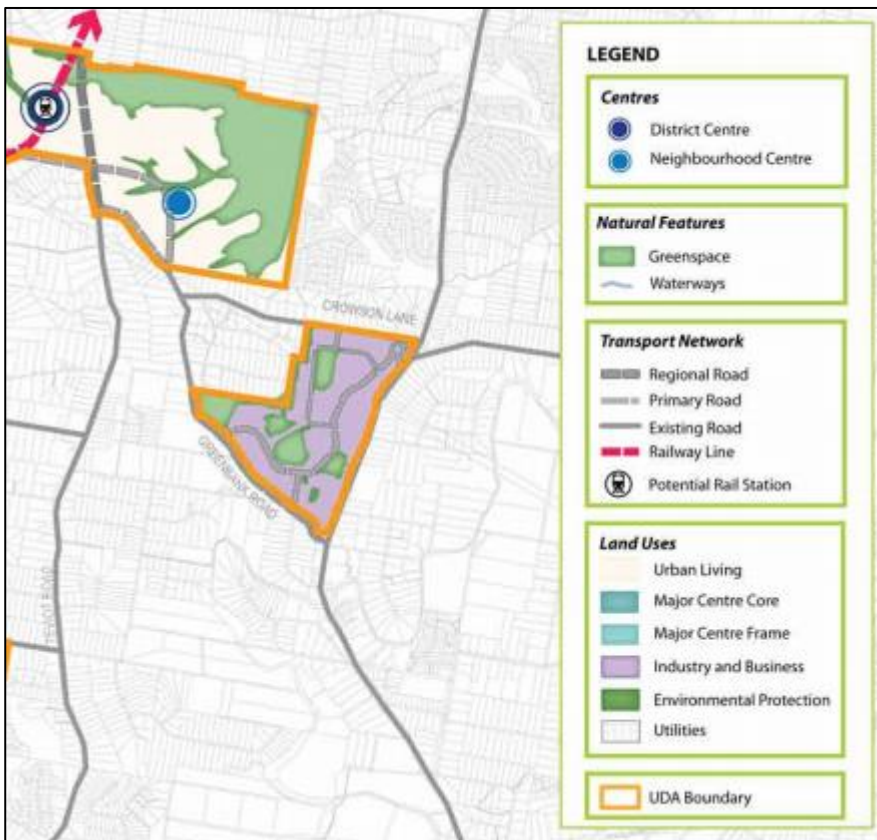


Figure 5: Vision Extract

8.3 LAND USE PLAN AND UDA DEVELOPMENT REQUIREMENTS

This section of the report includes an assessment against Part 3 of the Development Scheme - the Land Use Plan which includes the UDA development requirements, being:

- UDA Wide Criteria, supported by the ULDA Guidelines and Practice Notes; and
- Zone Provisions and Level of Assessment.

8.3.1 UDA Wide Criteria and ULDA Guidelines

There are 11 categories of the UDA Wide Criteria. The ULDA guidelines provide guidance on how to achieve the criteria and are complemented by the practice notes. **Table 2** summarises the ULDA wide criteria, guidelines and practice notes relevant to the assessment of this application and where relevant, the UDA Wide Criteria are addressed in detail in **Appendix B** and summarised following the table.

Table 2: ULDA Wide Criteria, Guidelines and Practice Notes					
UDA Wide Criteria	Applicability	Guideline	Applicability	Practice Note	Applicability
1. Neighbourhoods	Applicable - see section (A)	1. Residential 30	N/A	1. Housing Diversity	N/A
2. Centres	N/A	2. Accessible Housing	N/A	2. Footpath Provision in Residential Subdivisions	N/A
3. Housing Diversity and Affordability	N/A	3. Non-resident worker accommodation	N/A	3. Integrated Residential Development	N/A
4. Employment Opportunities	Applicable - see section (B)	4. Residential Infill in the Blackwater UDA - Blackwater residential infill guideline	N/A	4. Integrating Sustainable Principles into Residential Subdivisions	N/A
5. Movement Network	Applicable - see section (C)	5. Neighbourhood Planning and Design	N/A	5. Low mix and yield in residential developments	N/A
6. Community Greenspace Network	Applicable - see section (D)	6. Street and Movement Network	Applicable - see Section 8.6.1	6. Tree Retention in Residential Subdivision	N/A
7. Community Facilities	N/A	7. Low Rise Buildings	N/A	7. Designing for Small Lots	N/A
8. Natural and Cultural Values	Applicable - see section (E)	8. Medium and High Rise Buildings	N/A	8. Calculation of Monetary Contribution in Lieu of Affordable Housing Product	N/A
9. Community Safety and Development Constraints	Applicable - see section (F)	9. Centres	N/A	9. Context Plans	Applicable – see Section 8.7.1
10. Service Infrastructure	Applicable - see section (G)	10. Industry and Business Areas	Applicable - see Section 8.6.2	10. Plans of Development	N/A
11. General requirements	Applicable - see section (H)	11. Community Facilities	N/A	11. Parking Analysis Plans	N/A
		12. Park Planning and Design	N/A	12. Rear Lanes: Design and Development	N/A
		13. Engineering Standards	Applicable - see Section 8.6.3	13. Diamantina Park, Fitzgibbon Chase	N/A
		14. Environmental Values and Sustainable Resource Use	Applicable - see Section 8.6.4	14. State Interests in Development Assessment in Priority Development Areas	Applicable – see Section 8.7.2

Table 2: ULDA Wide Criteria, Guidelines and Practice Notes					
UDA Wide Criteria	Applicability	Guideline	Applicability	Practice Note	Applicability
		15. Protection from Flood and Storm Tide Inundation	Applicable - see Section 8.6.5	15. Implementation Works	N/A
		16. Housing	N/A	16. Calculation of offsets for affordable and diverse housing	N/A
		17. Remnant vegetation and Koala Habitat Obligations in Greater Flagstone and Yarrabilba PDAs	Applicable - see Section 8.6.6	17. Calculation of offsets for ecologically sustainable design	N/A
		18. Development Interfaces	Applicable - see Section 8.6.7	18. Calculating Value Uplift	N/A
		19. Ripley Road Design Guidelines	N/A	19. Introduction to PDA-associated development	N/A
		20. Queen’s Wharf Brisbane PDA Public Realm and Movement Network Planning and Design Guideline	N/A	20. Electric Vehicle Charging Infrastructure	N/A
				21. Owner’s Consent	Applicable

UDA WIDE CRITERIA

- (A) **Neighbourhoods**
Not Applicable. The proposed development is not for a residential or neighbourhood development.
- (B) **Centres**
Not Applicable. The proposed development is not for a centre development or development in a centre zone. Table 1 within this section of the criteria nevertheless applies to the Industry and Business Zone and has been addressed.
- (C) **Housing Diversity and Affordability**
Not Applicable. The proposed development is not for a residential development or development comprising housing.
- (D) **Employment Opportunities**
Complies. The proposed development is for an industrial subdivision and, upon its completion, will provide lots for industry and business that can deliver a wide range of accessible employment opportunities. This criteria is addressed in Appendix B.
- (E) **Movement Network**
Complies. The proposed development is for an industrial subdivision which includes an internal road network that is suitable for industrial vehicles and movement. This criteria is addressed in Appendix B.
- (F) **Community Greenspace Network**
Complies. The site does not include any regionally significant landscape or scenic amenity values. Open space has been proposed in the south western corner of the site where there is the most potential to integrate and enhance a corridor of regional significance. The proposal is for an industrial subdivision which does not warrant provision for parks or recreational facilities.
- (G) **Community Facilities**
Not Applicable. The proposed development does not warrant the provision of community facilities.
- (H) **Natural and Cultural Values**
Complies. The proposed subdivision layout responds to the natural topography and landform, with minimal adverse impacts. This criteria is addressed in Appendix B and primarily refers to the Ecology Response prepared by 28 South Environmental.
- (I) **Community Safety and Development Constraints**
Complies – The only constraint from a community safety and development perspective is bushfire. A bushfire report has been prepared and the recommendations of that report are shown on the proposed context plan. This criteria is addressed in Appendix B.
- (J) **Service Infrastructure**
Complies. Future detailed design of the management lots will ensure that infrastructure is designed to achieve the principles and standards set out in the applicable guidelines. **This criteria is addressed in Appendix B.**
- (K) **General Requirements**
Not Applicable. The general requirements will apply to future development of the site for specific development and land uses which are not proposed as part of this application.

8.3.2 Zone Provisions and Level of Assessment

The site is in the Industry and Business Zone of the Development Scheme (**Figure 6**).

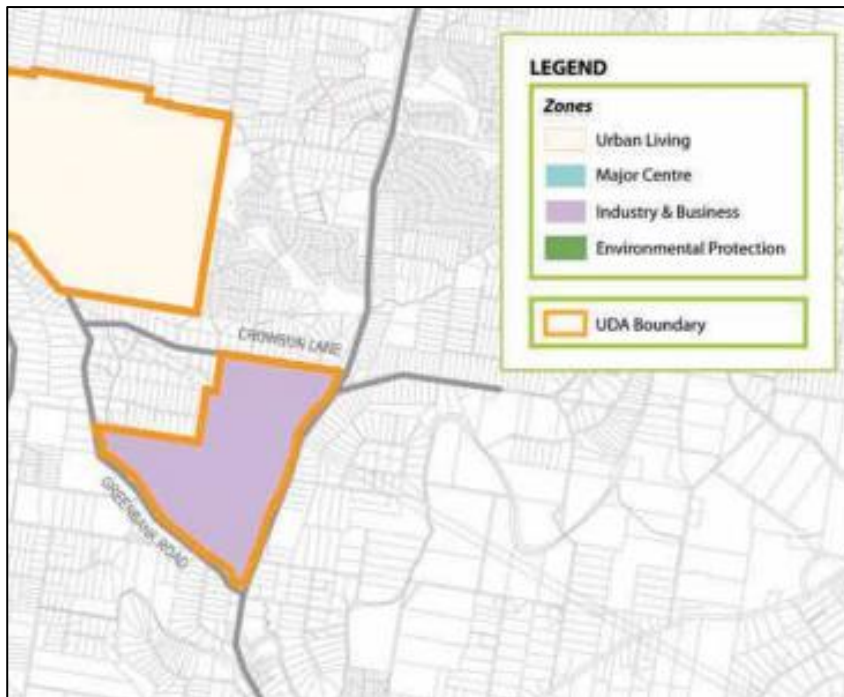


Figure 6: Zone Map Extract

Zone Intent

The intent of the Industry and Business Zone is to accommodate low emission and low impact industrial activities, including a “wide range of compatible industrial uses including low and medium impact industry, research and technological industries, knowledge creation, entrepreneurial activity and service industry activities”.

The Development Scheme further identifies that a limited range of other uses may be acceptable where the use supports the primary use in the zone, provides a service to the workforce within the zone or will not prejudice the establishment or operation of the primary uses within the zone.

Non-industrial uses, such as commercial and trade retail activities, business and other complementary uses may also locate in the zone where the uses do not compromise the intended industrial and business character.

The proposal seeks an industrial subdivision, comprising four management lots, which can accommodate a wide range of industry and business uses upon its development in the future.

The proposed layout includes an internal road network which connects to an existing interchange with Crowson Lane and Mount Lindesay Highway, providing convenient access to a major transport route. In addition, the site has the ability to be serviced by water, sewer, energy and telecommunications infrastructure.

The proposed development creates a layout that can be serviced, and which can accommodate a variety of industrial and business uses. The proposal supports the intent of the Industry and Business Zone.

Level of Assessment

As per Table 2 of the Development Scheme, Reconfiguring a Lot in the Industry and Business Zone is Permissible Development where it is not identified in Schedule 1 of the Development Scheme.

8.4 INFRASTRUCTURE PLAN

The proposed development will be subject to the Infrastructure Funding Framework (dated 1 July 2018).

8.5 IMPLEMENTATION STRATEGY

Pursuant to Section 5 of the Development Scheme, Housing Affordability and Ecological Sustainability are the two elements of the Implementation Strategy that will support the achievement of the vision for the Greater Flagstone community.

The proposed supports both elements, and compliance is addressed in the following section:

8.5.1 Housing Affordability

Achieving the vision for housing affordability will be measured by stretch targets related to provision of affordable housing, accessible housing and social housing.

The proposed development is for a subdivision to accommodate industrial uses, and the site is located in the Industry and Business Precinct. Accordingly, housing affordability is not applicable to this application and the stretch targets and goal have not been addressed.

8.5.2 Ecological Sustainability

The proposed development seeks an industrial subdivision.

In accordance with the ULDA Act, the proposed development strives to achieve the balance of ecological protection, economic development and the maintenance of cultural, social, economic and physical wellbeing of people and communities.

The development of the site is in sequence with the desired development of the Greater Flagstone Area, including self containment and the provision of essential infrastructure, and will provide the opportunity for economic growth and supports the growth of the community. The application seeks to obtain approval for management lots which will not in themselves permit land uses to occur. Achievement of the identified stretch targets and goals can therefore be measured as part of future applications for Material Change of Use.

8.6 GUIDELINES

The following guidelines have been identified as being relevant to this application:

- Guidelines No. 6 – Street and Movement Networks
- Guideline No. 10 – Industry and Business Areas
- Guideline No. 13 – Engineering Standards
- Guideline No. 14 – Environmental Values and Sustainable Resource Use
- Guideline No. 15 – Protection from Flood and Storm Tide Inundation
- Guideline No. 17 – Remnant Vegetation and Koala Habitat Obligations in Greater Flagstone and Yarrabilba PDAs

- Guideline No. 18 – Development Interface

An assessment against the relevant guidelines is discussed below.

8.6.1 Guideline No. 6 ‘Street and Movement Network’ (Under Review)

In accordance with Guideline No. 6, the industrial street network consists of industrial connector streets and industrial access streets, and the street network will have a greater focus on motor vehicle and freight transport than pedestrian and cycle movement.

The design of an industrial street network will require:

- *A highly connected, legible and permeable grid pattern to provide direct access to industrial and business users*
- *Promote safe traffic and transport movements and provides direct pedestrian and cyclist access to industrial areas*
- *Use of dead-end streets and cul-de-sacs should be avoided. Formal turn facilities should provide enough room for the freight design vehicles to manoeuvre*
- *On street parking should be line-marked and clear zones used to improve street access and line of sight issues.*

Detailed design of internal road networks has not occurred to date. As development of the site progresses and land uses are established, the characteristics of the street network will necessarily be in accordance with Guideline No. 6.

The road network of the proposed development will be designed in accordance with Guideline No. 6, as well as Practice Note No. 12, Queensland Complete Streets – Guidelines for Urban Street Design and the DTMR Manual of Uniform Traffic Control Devices.

8.6.2 Guideline No. 10 ‘Industry and Business Areas’ (May 2015)

The intended uses for the Industry and Business Areas are primarily industrial activities which do not generate dust, noise and odour emissions beyond the Industry and Business zone. These areas provide for a wide range of industry and business uses including low impact industry, research and technology facilities, knowledge creation, entrepreneurial activities and service industries.

Non-industrial uses, such as commercial and trade retail activities, and uses that promote knowledge creation and entrepreneurial activity in industry, science and technology are encouraged in Industry and Business areas.

The proposed development is for an industrial subdivision and accordingly, the built form of the ultimate development has not yet been determined. The design will reflect the planning and design standards as outlined in Guideline No. 10, being Subdivision Layout, Built Form, Environment and Safety, Landscaping / Fencing, and Outdoor Areas and Activities.

8.6.3 Guideline No. 13 ‘Engineering Standards’ (September 2017)

The proposed subdivision has been designed in accordance with the recommended Standards, Guidelines and Manuals outlined in Guideline No. 13. This is outlined in the Engineering Services Report prepared by Australian Consulting Engineers.

8.6.4 Guideline No. 14 'Environmental Values and Sustainable Resource Use' (May 2015)

The proposed subdivision has been designed to address the values and strategies outlined within Guideline No. 14 and the ecological assessment undertaken in accordance with the resources and references that are listed in the guideline. This is outlined in further detail in the Ecology Response prepared by 28 South Environmental. Many of the requirements of the guideline are relevant to the future development of the land.

8.6.5 Guideline No. 15 'Protection from Flood and Storm Tide Inundation' (May 2015)

Guidelines No. 15 outlines the standards for protecting development against the hazards of flood and storm tide inundation, which reflects the policy position as set out in the State Planning Policy and its guidelines.

The design of the proposed subdivision recognises the standards outlined in Guideline No. 15.

8.6.6 Guideline No. 17 'Remnant Vegetation and Koala Habitat Obligations in Greater Flagstone and Yarrabilba PDAs' (May 2015)

During the time that has elapsed between the date of Guideline No. 17 and the application date, there is new legislation governing the protection and retention of koala populations.

Notwithstanding, reference is made to the Ecology response prepared by 28 South Environmental which provides a detailed assessment these matters. Further, a PMAV was obtained to classify a majority of the site as Category X vegetation, with pockets of Category B Remnant Vegetation.

8.6.7 Guideline No. 18 'Development Interface'

Guideline No. 18 provides strategies and examples to deal with development interface, particularly for business and industry super lots. Specifically, the guideline provides the example of incorporating shared driveways and access roads to parking or servicing areas.

The proposed subdivision design currently incorporates two main access roads internal to the subdivision which will aid in minimising interface issues with adjoining properties.

Accordingly, the proposed subdivision design can respond to the strategies and examples provided to deal with any development interface issues.

8.7 PRACTICE NOTES

The following practice notes have been identified as being relevant to this application:

- Practice Note 9 – Context Plans
- Practice Note 14 – State Interests in Development Assessment on Priority Development Areas
- Practice Note 21 – Owner's Consent

8.7.1 Practice Note 9 – Context Plans

Section 3.2.8 of the Development Scheme requires the preparation of a context plan to support a development application on land in the Priority Development Area. The Context Plan demonstrates the intent for a logical and integrated development of the site, having consideration for existing and future development, connections and services in the immediate vicinity.

A Context Plan is provided in support of this application and has been prepared with reference to Practice Note 9 'Context Plans'. In particular it shows:

- Principal land uses
- Network infrastructure (including external connections):
- Major road corridors
- Trunk water and sewerage infrastructure
- Greenspace network including environmental corridors

This Town Planning Report and the associated appendices represent the report which supports the context plan. These documents include/identify:

- An analysis of the context plan area that identifies:
 - Existing and approved development (refer section 6 of this report)
 - Significant environmental values (such as waterways, habitat areas and endangered regional ecosystems) (refer to the Ecology Response prepared by 28 South Environmental)
 - Development constraints (such as flooding, storm tide, steep slopes, bushfire prone areas, areas potentially affected by noise, vibration, dust and other pollutants) (refer to the Bushfire Management Plan prepared by Land & Environment Consultants and the SBMP prepared by Australian Consulting Engineers)
- Required external connections (e.g. to a linear park or environmental corridor, roads, trunk infrastructure and public and active transport links) (Refer to the Ecology Response prepared by 28 South Environmental, Engineering Services Report prepared by Australian Consulting Engineers and the Traffic Impact Report prepared by Rytenskild Traffic Engineering).
- An analysis of spatial planning requirements from the development scheme (e.g. the preferred locations of centres, major parks, schools and community facilities; the preferred road network; the preferred open space and environmental areas network) and PDA guidelines (e.g. required provisions of community facilities and parks, required widths of waterway buffers and other environmental corridors). (refer to various sections of this report and the attached assessment of the UDA wide criteria).

8.7.2 Practice Note 14 - State Interests in Development Assessment on Priority Development Areas

The Applicant has undertaken a Pre-Application meeting with EDQ, where matters of State interest were discussed. The application has been prepared to reflect the preliminary advice received from EDQ and identifies the relevant state interests.

In accordance with Practice Note 14, the MEDQ delegate has the opportunity to review the application material and request further information required to assess relevant State interests.

8.7.3 Practice Note 21 – Owner's Consent

Land owner's consent accompanies this application, in accordance with Practice Note 21.

8.8 SUMMARY

In summary, the proposed development for Reconfiguring a Lot to create four management lots, plus road and open space complies with the provisions of the Development Scheme. In accordance with Section 3.2.3 of the Development Scheme, the proposal is consistent with the land use plan because it complies with the:

- Strategic Context and Vision for the Greater Flagstone PDA,
- UDA-wide Criteria,
- Relevant guidelines and practice notes, and
- Industry and Business Zone Intent.

9 STATE INTERESTS

9.1 OVERVIEW

Section 87(b) of the Economic Development Act 2012 (ED Act) states the Minister for Economic Development Queensland (MEDQ) must consider any relevant State interest in deciding a development application. State interests are not prescribed by the Act, as such guidance on State interests is sought from:

- Planning Regulation and SDAP Provisions;
- State Planning Policy; and
- South East Queensland Regional Plan.

9.2 PLANNING REGULATION AND SDAP PROVISIONS

The Planning Regulation 2017 (PR 2017), whilst not directly applicable to this development application, identifies various matters of State interest in Schedule 10. A number of those matters include State Development Assessment (SDAP) provisions relevant to the assessment of development applications under the Planning Act. **Table 3** identifies those State interests of potential relevance to the site and/or the development application. Where relevant, commentary with respect to the intent of the corresponding SDAP provisions is provided following the table.

Table 3: State Interests of the Planning Regulation and SDAP Provisions		
PART	MATTER	DESIGNATION
1	Airport Land	N/A
2	Brothels	N/A
3	Clearing Native Vegetation	Regulated Vegetation: - Category B area containing endangered regional ecosystems - Essential Habitat See discussion following table.
4	Contaminated Land	Environmental Management Register: - Notifiable Activity or Hazardous Contaminant - Livestock dip or spray race See discussion following table.
5	Environmentally Relevant Activity	N/A - The proposal does not involve an ERA.
6	Fisheries:	
	- Aquaculture	N/A
	- Declared Fish Habitat	N/A
	- Marine Plants	N/A
	- Waterway Barrier works	Applicable. A low significance waterway exists on the site.
7	Hazardous Chemical Facilities	N/A
8	Heritage Place:	
	- Local Heritage Place	N/A
	- Queensland Heritage Place	N/A
9	Infrastructure Related:	
	- Designated Premises	N/A
	- Electricity	Land is subject to an easement for the benefit of Queensland Electricity Commission for high voltage powerlines. See discussion following table.
	- Oil and Gas	N/A
	- State Transport Corridors and Future State Transport Corridors	The proposed subdivision is intended to accommodate future mixed use industry and business purposes on land with an area greater than 32,000sqm. The site is within 25m of a State Transport Corridor, being a State Controlled Road (Mt Lindesay Highway) (Figure 7) . The site is adjacent to a road (Crowson Lane) that intersects with a State Controlled Road and the site is within 100m of that intersection. See discussion following table.
	- State-controlled transport tunnels and future state-controlled transport tunnels	N/A

Table 3: State Interests of the Planning Regulation and SDAP Provisions		
PART	MATTER	DESIGNATION
10	Koala Habitat Area	N/A
11	Noise Sensitive Place on Noise Attenuation land	N/A
12	Operational Work for Reconfiguring a Lot	Operational works to be addressed by the ED Act 2012.
13	Ports: <ul style="list-style-type: none"> - Brisbane Core Port Land - Within the port limits of the Port of Brisbane - Within the limits of another port - Strategic Port Land 	N/A N/A N/A N/A
14	Reconfiguring a Lot under the Land Title Act	Reconfiguring a Lot to be addressed by the ED Act 2012.
15	SEQ Development Area	N/A
16	SEQ Regional Landscape and Rural Production Area and Rural Living Area: <ul style="list-style-type: none"> - Community Activity - Indoor Recreation - Residential Development - Urban Activity 	N/A - The site is in the Urban Footprint of the Regional Plan
17	Tidal Works or Work in a Coastal Management District	N/A
18	Urban Design	N/A
19	Water Related Development: <ul style="list-style-type: none"> - Taking or interfering with water - Removing quarry material - Referral dams - Levees 	N/A N/A N/A N/A
20	Wetland Protection Area	N/A
21	Wind Farms	N/A

Native Vegetation

The site is identified on the Regulated Vegetation mapping however a PMAV has been obtained for the site, and ecological values and development outcomes are discussed further in the supporting Ecology Report prepared by 28 South Environmental.

Fisheries

The site contains a waterway in the eastern portion that is mapped as a green (low risk of impact) waterway. On ground observations of the waterway confirm it has low ecological significance (refer to the supporting Ecology Report prepared by 28 South Environmental). Specifically, the advice states that *“the drainage line does not provide an important fish passage corridor to fish habitats upstream of the site, and the drainage line itself does not provide good quality breeding or feeding habitat for fish”*.

Contaminated Land

The site is identified on the Environmental Management Register (EMR) as being subject to a Notifiable Activity or Hazardous Contaminant, being a livestock dip or spray race.

The subject site has been subdivided from a property described as Lot 309 SL7296. The historical lot is included on the EMR due to the operation of a livestock dip or spray race facility.

There is no intention that the site be developed for sensitive uses. Contamination and remediation (if required) will be addressed at the Operational Works stage.

Infrastructure Related - Electricity

The site is traversed by a 100m wide easement (Easement D on RP125435) that burdens the land in favour of Queensland Electricity Commission for the purposes of high voltage power lines. The easement is shown on the Registered Plan SP258739.

The proposed subdivision layout comprises four lots, two of which incorporate an area of the electricity easement. The southern boundary of proposed Lot 2 and northern boundary of Lot 3 run in an east-west alignment along the centre of the easement. Lot 3 is an ‘L-shaped’ configuration, and the eastern end of the lot contains a full-width portion of the easement.

State Transport Corridors

A review of State Codes 1 and 6 have been undertaken to ensure that the development meets the requirements for development in proximity to a State-controlled road corridor.

The supporting Traffic Impact Assessment, prepared by Rytenskild Traffic Engineering, notes that the traffic generation of the development was accounted for during the design of the Mount Lindesay Highway / Chambers Flat Road / Crowson Lane interchange. For completeness, the Impact Assessment nevertheless demonstrates that the existing intersection/roundabout will continue to function satisfactorily for the ultimate development of the site.

The site is also within 25m of a State Transport Corridor (**Figure 7**), being a State controlled road (Mt Lindesay Highway). The proposal also involves a new access to the State Transport Corridor, at the Crowson Lane interchange / roundabout as well as an increase in the total number of lots on the site.

A service road connecting the intersection with Road 2 and Road 3 is proposed to be constructed in the Mt Lindsay Highway reserve. Building design elements such as facades, advertising devices and lighting can be considered at the detailed design phase of the project. Stormwater runoff and sediment and erosion control will be managed within the site and will not impact on the state-controlled road corridor.

The site also is adjacent to a road (Crowson Lane) that intersects with a State Controlled Road (Mt Lindesay highway) and that intersection is within 100m of the site and the proposal seeks to increase the total number of lots on the site.

During the design phase of individual lots, internal road and access requirements will give priority to entering vehicles so as not cause queuing or interference with the State-controlled road network.

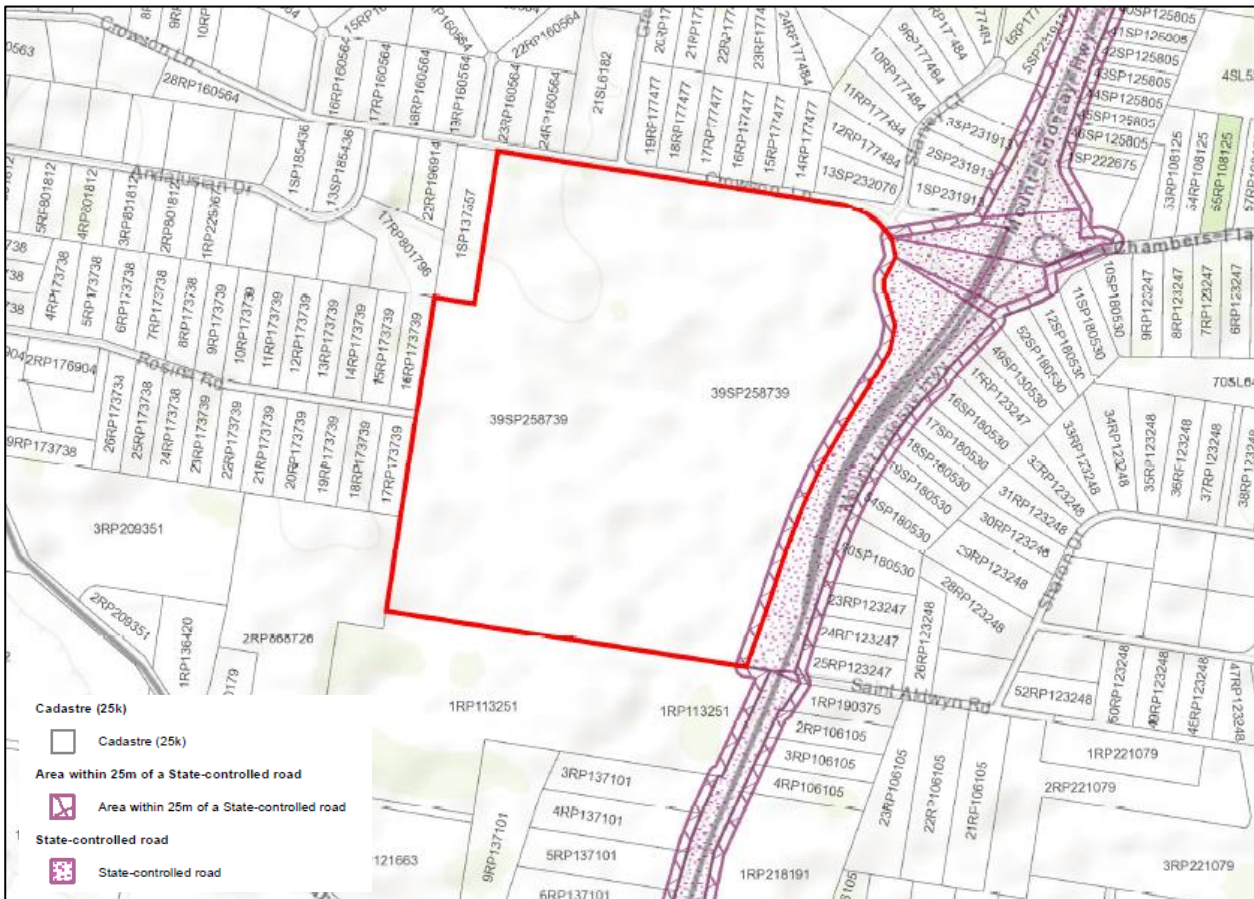


Figure 7: State Transport Corridor Map

9.3 STATE PLANNING POLICY

The State Planning Policy (July 2017) (SPP) commenced on the 3 July 2017 and whilst it is not directly applicable to the site it also provides guidance on State interests. **Table 4** identifies those State interests of the SPP that may have potential relevance to the site and/or the development application.

Table 4 - State Interests of the SPP			
State Interest		DA Trigger of the SPP*	Applicability to this Application
Liveable Communities & Housing	Housing Supply and Diversity	N/A	N/A
	Liveable Communities	A DA in an urban area involving premises that is, or will be, accessed by common private title.	N/A
Economic Growth	Agriculture	N/A	Site is partially identified as an important agricultural area and agricultural land classification A and B (Figure 8). See discussion following table.
	Development and Construction	N/A	The site is identified as a Priority Development Area (Figure 9). See discussion following table.
	Mining and Extractive Resources	- Reconfiguring a Lot in a KRA - MCU within the resource / processing area or the separation area of a KRA - MCU within the transport route separation area of a KRA	N/A
	Tourism	N/A	N/A
Environment and Heritage	Biodiversity	N/A	- MSES Regulated Vegetation Category B - Regulated Vegetation Essential habitat - Regulated Vegetation (intersecting a watercourse) See discussion following table.
	Coastal Environment	N/A	N/A
	Cultural Heritage	N/A	N/A
	Water Quality	- MCU for an urban purpose that involves premises 2,500sqm or greater in size - ROL for an urban purpose that involves premises 2,500sqm or greater in size and will result in 6 or more lots; - OW for an urban purpose that involves disturbing a land area 2,500sqm or greater in size	N/A
Safety and Resilience to Hazards	Emissions and Hazardous Activities	N/A	The intended future land uses within the Industry and Business Zone of the PDA are to be low emission and low impact business and industry.
	Natural Hazards, Risk and Resilience	An MCU, ROL or OW on premises in: - a bushfire prone area - flood hazard area - landslide hazard area	Bushfire Prone Area - Medium Potential bushfire Intensity and Potential Impact Buffer (Figure 10). See discussion following table.

Table 4 - State Interests of the SPP			
State Interest	DA Trigger of the SPP*	Applicability to this Application	
	<ul style="list-style-type: none"> - storm tide inundation areas - erosion prone area 	The SPP mapping indicates that the site is affected by a Flood Hazard Area and the Logan Planning Scheme indicates areas of flooding. Notwithstanding, the supporting Engineering Services Report, prepared by ACE, confirms that the site is not affected by flooding.	
Infrastructure	Energy and Water Supply	-	Major electricity infrastructure (Powerlink). See discussion following table.
	Infrastructure Integration	-	Development of the site will enable a logical and orderly sequencing of infrastructure to the site, which is currently undeveloped and relatively isolated from other industry development areas. The proposed development is not expected to compromise the ability of existing and planned infrastructure to operate safely and efficiently.
	Transport Infrastructure	-	State Controlled Road. See discussion in previous section 9.2 of this report.
	Strategic Airports and Aviation Facilities	<p>An MCU in the following areas of a Strategic Airport:</p> <ul style="list-style-type: none"> - the operational airspace - the light restriction zone or lighting area buffer - a wildlife hazard buffer zone - public safety area - 20 ANEF contour or greater <p>An ROL in the following areas of a Strategic Airport:</p> <ul style="list-style-type: none"> - public safety area - 20 ANEF contour or greater <p>BW or OW in the following areas of a strategic airport:</p> <ul style="list-style-type: none"> - operational airspace - light restriction zone or lighting area buffer <p>An MCU, BW or OW in the following areas of an aviation facility:</p> <ul style="list-style-type: none"> - building restricted area 	N/A
	Strategic Ports	N/A	N/A

*The triggers for development applications have been summarised in Table 5.

Agriculture

The site is partially identified as an important agricultural area and agricultural land classification A and B, refer to Figure 8 below:



Figure 8: SPP Extract (Agriculture)

The land has been committed for future urban development as a result of the PDA Development Scheme and on this basis it is considered that any overarching protection of agricultural areas has been overtaken by events.

Priority Development Area

The site is within the Greater Flagstone Priority Development Area, as shown in Figure 9, and development assessment is undertaken in accordance with the ED Act and the relevant Development Scheme.

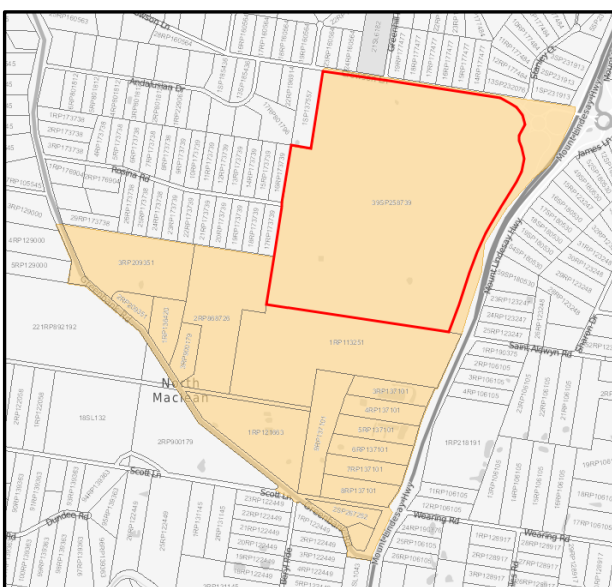


Figure 9: SPP Extract (PDA)

Biodiversity

The site is identified as containing Matters of State Environmental Significance on the SPP Mapping. A PMAV has been obtained for the site, and ecological values and development outcomes are discussed further in the supporting Ecology Report prepared by 28 South Environmental.

Natural Hazards, Risk and Resilience

The site is identified as being affected by Bushfire Hazard, as shown in the map excerpt below (Figure 10):

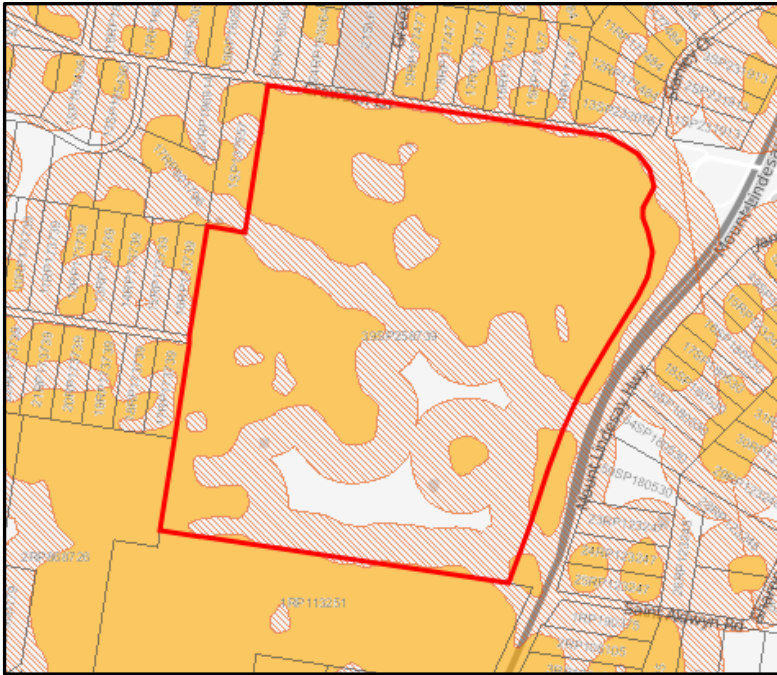


Figure 10: SPP Extract (Bushfire)

A *Bushfire Management Plan* has been prepared by Land and Environment Consultants in support of this application. The management plan demonstrates that the bushfire hazard is significantly less than that shown on the SPP mapping and outlines the bushfire risk and mitigation measures to ensure the safety of people and property.

9.4 REGIONAL PLAN

The Regional Plan effective at the time of writing this report is the South East Queensland Regional Plan 2017 - Shaping SEQ. The site is in the urban footprint of this Regional Plan (Figure 11).

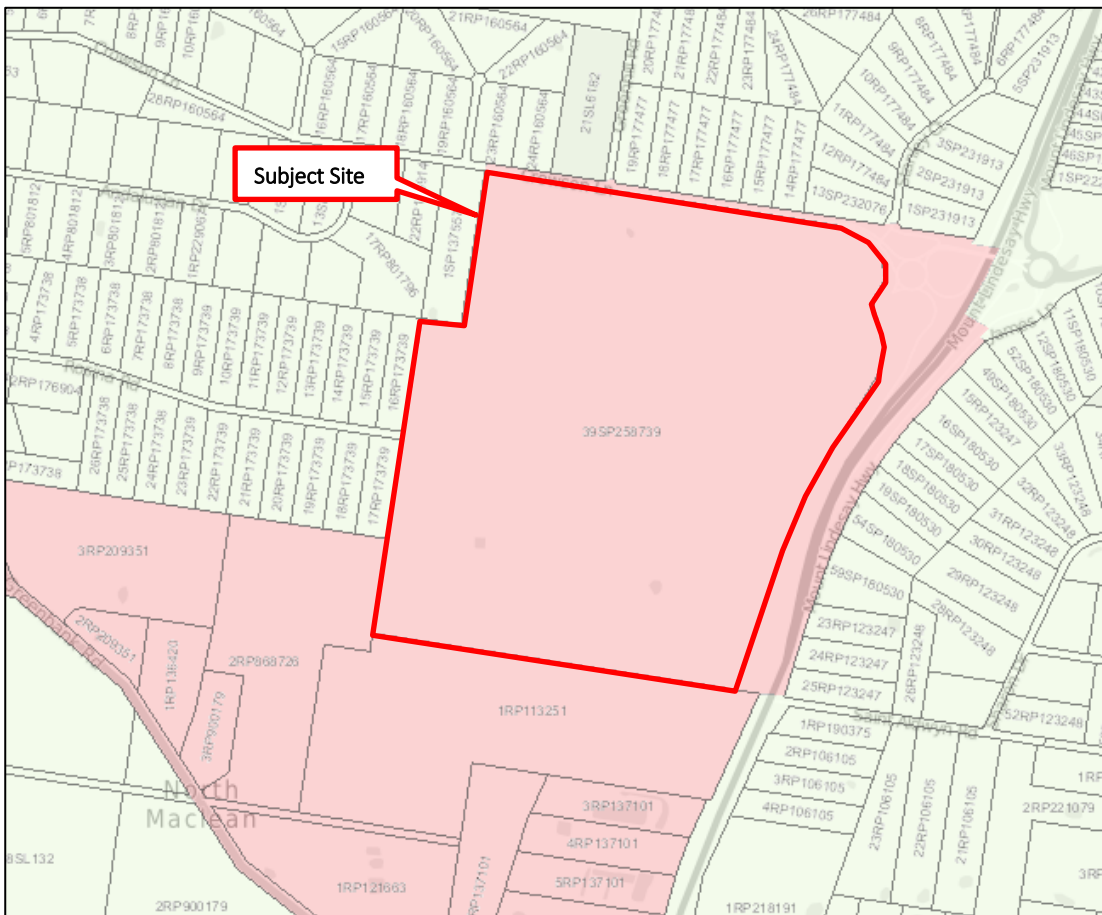


Figure 11: SEQ Regional Plan Land Use Map

The urban footprint identifies land within which the region’s urban development needs to 2041 can be accommodated in a way consistent with the goals, elements and strategies of the regional plan. The urban footprint includes both established and potential new urban areas. The urban footprint will incorporate the full range of urban uses including housing, industry, business, infrastructure, community facilities, local areas for sport and recreation and urban open space.

The local government planning scheme is intended to be the main instrument for determining the suitability and timing of development of land in the urban footprint for urban purposes, however as this land has been declared a Priority Development Area, the Development Scheme prevails to the extent of any inconsistency.

Chapter 4 of the Regional Plan identifies the sections applicable to development assessment as:

- Chapter 3, Part A: Goals, elements and strategies
- Chapter 3, Part C: Sub-regional directions.

Chapter 3, Part A

The goals, elements and strategies of Part A of particular relevance to the proposal are:

- Goal 1: Grow
 - Element 1: Efficient Land Use
- Goal 2: Prosper
 - Element 5: Major Enterprise and Industrial Areas
- Goal 3: Connect
 - Element 3: Integrated Planning
- Goal 4: Sustain

- Element 2: Biodiversity
- Element 9: Climate Change
- Element 10: Safety
- Goal 5: Live
 - Element 5: Creating legible and connected streets and spaces

Part A is made up of five goals: Grow, Prosper, Connect Sustain and Live. Each goal is supported by several elements or specific outcomes. These elements are achieved through various strategies or actions. Of relevance to this development application are:

- Goal 1: Grow

The Grow goal addresses two important issues for the region. Firstly, providing adequate land supply for projected population and employment growth over the next 25 years and secondly identifying where and how to provide housing. Elements and associated strategies of relevance to the site and development application are:

- Element 1: Efficient Land Use

The urban growth needs for the region are to be accommodated in the Urban Footprint in an efficient manner (Strategy 1). The site is included in the Urban Footprint and represents an efficient use of the land, meeting the future needs of employment growth and economic stability.

- Goal 2: Prosper

The SEQRP strongly promotes the co-location of industry and business - Regional Economic Clusters – that are well connected. The subject site is within the North Maclean Major Enterprise and Industrial Area (M41), as shown on Map 3a – Prosper – Economic Areas, which contributes to the Regional Economic Cluster (Figure 14, Shaping SEQ).

Major Enterprise and Industrial Areas are anticipated to *“accommodate medium- and high-impact industries and other employment uses associated with, or with access to, state transport infrastructure. These areas are major drivers of economic growth. They are either significant in size or have the potential to expand to provide for industry and business activity clusters of regional and state significance.”*

- Element 5: Major Enterprise and Industrial Areas

The subject site is appropriately located adjacent to the Mount Lindesay Highway, and in the Business and Industry Precinct of the PDA. Limited opportunity for encroachment by incompatible uses is available as the precinct is surrounded by Rural Residential land and the requirement for an adequate buffer between the precinct and the residential uses (Strategy 1 and 4).

The proposed management lot subdivision enables the future expansion and intensification of development in the major enterprise and industrial area for uses. Future land uses on the site may include small scale commercial uses which contribute to an attractive employment precinct and assist to reduce vehicle trips out of the precinct (Strategy 2 and 5).

- Goal 3: Connect

The SEQRP promotes an efficient movement system, seeks to prioritise active transport and sets the framework to deliver on integrated planning, including achieving a more efficient, consolidated urban form that integrates housing, economic activity and transport, reducing overall transport needs.

- Element 3: Integrated Planning

The SEQRP more broadly promotes the integration of infrastructure and land use planning to maximise access to, use of and benefits from infrastructure and service upgrades (Strategy 4). The site is well connected in its

catchment, strategically located at an interchange with the Mount Lindesay Highway, to maximise ease of freight movement and industrial traffic. The ease of accessibility to a major transport route will enable and encourage connections to regional activity centres, knowledge and technology precincts and other major enterprise and industrial areas (Strategy 2).

- Goal 4: Sustain:

The SEQRP promotes ecological and social sustainability. The proposed subdivision layout has been designed to protect and enhance the natural environment, including planning, management and investment in offset delivery (Element 2, Strategy 4).

Options for future development of the site can incorporate design measures to incorporate affordable renewable energy, low emissions technology and energy efficiency measures (Element 9, Strategy 2) and adopt appropriate disaster risk management to minimise the vulnerability of the development to natural hazards (Element 9, Strategy 5; Element 10, Strategy 4).

- Goal 5: Live

The SEQRP promotes living in better designed communities. It is about achieving better design and place-making outcomes in SEQ. The proposal is for an industrial and business subdivision, and limited indoor/outdoor living and park requirements are needed.

The site is well suited to an industrial and business precinct, located on a major transport route and proposed to be designed with a 'fit for purpose' road network with simple and direct links (Element 5, Strategy 1 and 3).

In summary, the proposed management lot subdivision will facilitate a future business and industry precinct that is consistent with the goals of the SEQRP.

Chapter 3, Part C: Sub-regional directions

The Logan City Council area and Greater Flagstone Priority Development Area are included in the Metro sub-region in the SEQRP. Outcomes are identified for each sub-region to provide greater clarity and strategic direction to the SEQRP goals, elements and strategies.

Substantial growth in the Logan City region is envisaged with an estimated additional 272,000 additional people living in the area by 2041. It is identified as one of the key areas for urban expansion (within the Urban Footprint). The current Logan planning scheme complements the SEQRP outcomes identified for the Metro sub-region. It acknowledges the site and locality as being a PDA which allows the Development Scheme control over a range of measures to promote prosperity through economic activity and employment, connecting the community, introducing sustainability measures and improving livability.

This development application does not conflict with the outcomes sought through the SEQRP. There is consistency with the goals and strategies as well as the sub-regional directions.

10 THE LOCAL GOVERNMENT PLANNING SCHEME

As noted in section 3.2.12 of the Development Scheme, the Development Scheme may apply a provision of a planning instrument, or a plan, policy or code, however the scheme prevails to the extent of any inconsistency. As such, this report considers the town planning context of the site as set out in the Local Government Planning Scheme, being Logan Planning Scheme 2015 (version 5.1 effective 8 September 2017).

10.1 OVERVIEW

This section of the report assesses the proposal against the local planning framework including:

- Zoning
- Overlays
- Neighbourhood Plan;
- Overlays; and
- Relevant Codes.

10.2 ASSESSMENT BENCHMARKS

10.2.1 Zoning

The subject site is zoned as being within a Priority Development Area. The provisions of the Business and Industry Zone in the Development Scheme therefore prevail.

10.2.2 Overlays

Under the Logan Planning Scheme 2015, the site is identified as affected by a number of overlays, including those relating to constraints such as Biodiversity, Bushfire and Flooding, as well as those identifying infrastructure such as the powerline corridor and major road corridor. In response, matters of biodiversity and bushfire have been comprehensively assessed and responded to in the Ecology Response prepared by 28 South Environmental and Bushfire Management Plan prepared by Land & Environment Consultants. As noted in the SBMP prepared by Australian Consulting Engineers, the site is not affected by flooding. The proposed subdivision adequately responds to site infrastructure such as the Powerline and Road corridors.

11 COMMUNITY CONSULTATION

11.1 EPBC Referral

Public notification was undertaken in relation to the EPBC referral.

On 23 February 2015, the Proponent placed a notice in The Courier Mail inviting public submissions on the Preliminary Documentation Report (required for EPBC referral).

On 25 February 2015, the Proponent placed a notice in The Jimboomba Times inviting public submissions on the PD Report. Hard copies of the PD Report and Controlled Action Referral were made available for viewing between 23 February 2015 and 9 March 2015 at the following locations:

- (a) Logan City Administration Centre, 150 Wembley Road, Logan Central QLD;
- (b) Department of Environment and Heritage Protection, Level 3, 400 George Street, Brisbane QLD; and
- (c) Department of the Environment, John Gorton Building, King Edward Terrace, Parkes ACT.

The Proponent also made the material available for public viewing at '<http://reelplanning.com/epbc-act-referral-20136941-public-notification/>'.

On 27 February 2015, additional copies of the application material were printed, and delivered to the Jimboomba Library and electronic copies of the material were provided upon request.

Between 23 February and 11 March 2015, Dowd & Co. received submissions from the public regarding the public notices.

11.2 Development Scheme

As the proposal is accompanied by a context plan, as discussed in section 7.2 of this report, the development application will require public notification, pursuant to Section 3.2.10 of the Development Scheme. Public notification will be carried out in accordance with Practice Note 9 – Context Plan and Section 84 of the Economic Development Act 2012, after the applicant responds to any request for information from EDQ.

12 CONCLUSION

This application applies to land at 4499-4651 Mount Lindesay Highway, North Maclean. It seeks approval to subdivide the existing 117.9ha site into four management lots (and includes the establishment of internal roads and open space areas).

It is intended that the management lots will facilitate the development of the site for the North Maclean Enterprise Precinct - a mixed use business and industrial development. These land uses will be established through subsequent development applications for Material Change of Use and (where required) Reconfiguring a Lot applications.

The site is in the Greater Flagstone Priority Development Area and is subject to the Greater Flagstone Urban Development Area Development Scheme. Specifically, the site is located in the Industry & Business Zone where an application for Reconfiguring a Lot is identified as a Column 3A (Permissible Development) matter requiring an application to be lodged with Economic Development Queensland (EDQ).

This report includes an assessment of the proposed development against the applicable development instrument being the Greater Flagstone Urban Development Area Development Scheme as well as other relevant State and local benchmarks. The report and attached technical reports demonstrate that the application complies with the Development Scheme and will be a positive outcome for the greater area. On this basis the application should be approved.

Should you wish to discuss any aspect of this development please contact the undersigned on (07) 3217 5771.

Kind Regards,



Kieran Ryan | Principal Planner
REEL PLANNING PTY LTD