



INITIAL ADVICE STATEMENT

NORTHEAST BUSINESS PARK

NOLAN DRIVE, BURPENGARY
MAY 2006

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EXECUTIVE SUMMARY

The proposal for the Northeast Business Park on a strategically significant 762 hectare landholding on the southern banks of the Caboolture River at Burpengary, in the heart of the northern corridor of South East Queensland is visionary, bold, exciting and challenging. It represents a rare confluence of vision, need and opportunity.

The proposal is a unique opportunity in the region. It combines the need for a quality mixed-use business and industry employment hub in the Caboolture region with the most responsible and appropriate potential marina location in the northern corridor of South East Queensland. In addition, it will assist in helping to address a substantial and growing unmet demand for marina berths and associated marina industries and facilities. Approximately only 40% of the site will be developed.

Northeast Business Park encapsulates much of the vision underpinning the principles of the South East Queensland Regional Plan – a mixed-use precinct with distinct character allowing people to live, work and play in the same locality, in an environmentally responsible and socially productive manner.

The synergistic combination of these two core land use precincts is enhanced and underpinned by the approach of creating a complete, robust and attractive business community. The development will incorporate a wide mix of other complementary land uses including commercial, clean industrial, local retail, restaurants, golf course, heritage garden, education, child care and a range of residential and accommodation options. The combination of land uses makes the precinct more vital and sustainable.

The proposed development is considered to have local, regional and state significance. It will strengthen the role of Caboolture and Morayfield as a Principal Activity Centre and help to vitalise the region by the injection of substantial and sustained funds into the local economy. The initial investment to develop the proposal is estimated at **\$872.4 million to \$887.4 million**. This investment, combined with resultant output in the local economy will generate an economic benefit to Caboolture and the broader area economy of **\$1.429 billion to \$1.461 billion**. Moreover, it will generate an estimated **6,950 to 7,110** full time equivalent (FTE) jobs during construction (14,405 to 14,745 FTE jobs including subsequent secondary flow on effects) and **6,137 to 8997** FTE jobs during the operations. The local employment and economic injection is a critical component of meeting Caboolture Shire Council's *Corporate Plan 2005-2009* target of achieving 2 out of 3 workers living and working within the Shire within the next 20 years.

The proponent has adopted a 'net benefit' approach as a central tenet of the development philosophy, seeking to achieve important demonstrable net benefits to the community in social, environmental and economic terms, on a sustainable basis. The development presents the opportunity to transform a heavily degraded former pine plantation into an integrated, holistic, landmark development – thereby changing the face and advancing the identity, ecological health and prosperity of the Caboolture region.

Significant infrastructure is required to be built to cater for the development. It will be designed to be as efficient as possible, thereby minimising the extent of infrastructure and resources used.

The development design faces a series of environmental challenges consistent with any significant marine-based project. Such matters are particularly related to necessary components such as dredging of the marina (and marina entrance) and at the river mouth to enhance the safety of the navigation channel and to improve flood mitigation.

A comprehensive analysis and detailed consultation and design process will be required through the EIS process to respond to the sensitivities of a number of environmental attributes within the site and

related to the development. Such attributes include some limited but important vegetation and habitat communities, and more particularly, ecologies in and adjacent the Caboolture River downstream of the site to the river mouth and Deception Bay. Other attributes include significant coastal wetland communities listed under the Ramsar convention, potential migratory bird and endangered species habitats and Fish Habitat Areas.

A 'net benefit' approach has been adopted by the proponents, resulting in proposed key benefits:

- Substantial and sustainable injection of funding into the local, regional and state economy and the creation of approximately 7,000 FTE jobs in the construction phase, with a similar number of permanent jobs expected in operations of the completed project;
- Rehabilitation of a 100 metre wide riparian zone along the site's 9 kilometre river frontage, providing a important habitat connection, improving water quality, decreasing erosion and creating a pleasant backdrop to the development;
- Helping to address a substantial and growing unmet demand for marina berths and facilities; and the introduction of additional marine related industries, increasing competitiveness in national and international markets;
- Utilising innovative best practice Water Sensitive Urban Design and stormwater management processes aimed at improving water quality in the Caboolture River;
- Use of recycled water for appropriate uses, reducing potable water demand and nutrient and pollutant loads in the Caboolture River;
- A focus on quality urban design and built form, creating efficient buildings and businesses, based on sustainability principles;
- Clustering of complementary uses encouraging efficient knowledge and /or resource flows using industrial ecology principles;
- Catalysing the creation of a strengthened public transport system linking the development with the established centres of Caboolture and Morayfield, increasing the vitality of all three centres, whilst strengthening the combined role as a Principal Centre under the SEQRP;
- Use of Community Title in order to create an effective structure and process to proactively guide the development in such areas as building design and landscaping standards, whilst creating a mechanism to privately fund maintenance costs in perpetuity; and
- Creating a vibrant social heart for Burpengary and a valuable addition to the business and social fabric of the region.

Separate preliminary applications were lodged for the Business Park and Marina precinct prior to the adoption of the draft South East Queensland Regional Plan (SEQRP). Further applications are required to be incorporated, along with a wide range of environmentally based approvals and processes. The strength of the vision of Northeast Business Park is the synergies possible in the complimentary combination of uses. Integration of four disparate applications of this nature would be cumbersome under the IPA. It is considered essential that the development is designed, assessed and constructed as an integrated, master planned development precinct.

The proponents have the experience and ability to realise the vision and potential of the Northeast Business Park proposal. They and are committed to working in partnership with all layers of Government and other stakeholders with consultation as a central 'plank' of the approach, to achieve mutual benefits.

The size, scope, location and strategic significance of the landholding and the proposal are considered to be clearly of substantial interest to the region and the state, on economic, social and environmental terms. The development will be a landmark project, increasing the prosperity and strengthening the regional role of the Caboolture region.

1.0 INTRODUCTION

1.1 Background

Northeast Business Park is proposed on a strategically-significant landholding, occupying approximately 762 hectares on the southern banks of the Caboolture River. The site enjoys approximately nine kilometres of Caboolture River frontage and is proximate to Deception Bay, being approximately eight kilometres from the river mouth.

Northeast Business Park Pty Ltd seeks to develop the site into a major integrated mixed-use business park and marine precinct. The development will comprise of a range of business and industry uses integrated with commercial, retail, residential, golf course, and environmental areas. The eastern end of the precinct will be underpinned by a marina and complementary marina facilities.

Two planning applications for Preliminary Approval have previously been lodged over the subject site:

SITES	APPLICATION	LODGED	STATUS
Lot 2 on RP 902075 (28.83Ha) and Part of Lot 10 on RP902079 (515.244ha)	Preliminary Approval for Material Change of Use (Section 3.1.6) (Business Park)	18/06/02	Decision Phase extended by applicant until 24/01/07
Lot 24 on SP158298 (136.379ha) Lot 7 on RP845326 (55.903ha)	Preliminary Approval for Material Change of Use (Section 3.1.6) (Mixed Use Development, including marina, residential, commercial and retail)	20/10/04	Information and Referral Phase extended by applicant until 21/01/07

The original application was lodged by Lensworth Ltd in 2002, seeking Preliminary Approval for a mixed-use Business Park over the western portion of the site. In 2004, Noosa Events Pty Ltd (now Northeast Business Park Pty Ltd) purchased the neighbouring parcels to the east (being Lot 24 on SP158298 and Lot 7 on SP 158 298) and proceeded to lodge a preliminary application over that land for the marina precinct.

The proponents realised that substantial synergies were possible between the two developments. Consequently, they believed that the full potential could only be achieved if the development was planned and developed as an integrated mixed use precinct. Accordingly, the proponents commenced negotiations to purchase the Lensworth properties. The subject land was subsequently purchased in 2005 after extended negotiations, which were lengthened by the intermediary sale of Lensworth to Stockland Ltd in late 2004.

The combination of these development proposals, both very substantial in their own right, has provided the basis to create a visionary and regionally significant precinct for Caboolture and South East Queensland. As an integrated proposal, the extent of the development is such that it is considered to be of considerable significance to the Caboolture Shire, the region and the State.

The approval process for such a development is complex. The process is further complicated by the need to effectively combine two current applications, along with two future applications (and others) covering elements not included in the original applications. This process would be cumbersome under the IPA, leading to a fragmented approach.

Utilisation of the coordination process and EIS-based assessment provisions of the *State Development and Public Works Organisation Act 1971* (SDPWOA) is viewed as the only viable means to combine the design, assessment and development of the precinct in an integrated and holistic manner, which is necessary to allow the full potential of the precinct to be realised.

1.2 The Proponent

Northeast Business Park Pty Ltd is a Queensland registered company with shares held by the shareholders of Port Binnli Pty Ltd, Laing O'Rourke Caboolture Developments Pty Ltd and a number of smaller shareholders. Port Binnli Pty Ltd and Laing O'Rourke Pty Ltd have joined forces to undertake the Northeast Business Park Project.

Introduction to Port Binnli Pty Ltd (and Mackay Marina Village)

Port Binnli Pty Ltd is a fully Queensland owned company incorporated in 1993 to develop a marina precinct at Raby Bay in Cleveland. The precinct was successfully completed in 1997/1998 and led to the company embarking on similar projects around Queensland.

The company is the proud developer of the Mackay Marina Village and Shipyard precinct, a project similar in scope to the Gold Coast Marine Development. The Mackay Marina Village is a major marina, residential, commercial, recreation and tourism development located on the foreshore at Mackay in Queensland's North. The precinct features extensive public access and walkways throughout. The incorporation of parkland areas is an integral part of the development.

Since the Mackay Marina Village project began in 1998, almost 1,500 people have worked on site to construct the precinct. The project has generated over 600 jobs in the local Mackay area, excluding the 126 current permanent positions within the precinct.

The \$150 million project was implemented with extensive consultation and working partnerships. In less than 10 years it has gone from unallocated port land to one of the most impressive facilities on the East Coast. The development has provided significant employment, commercial and tourism opportunities enhancing the community that supports it. The Mackay Marina and Shipyard (pictured below) won the 2005 Australian Property Institute award for Environmental Excellence, and is a finalist in the UDIA Queensland Environmental awards.

In short, Port Binnli has a proven track record in producing environmentally sustainable projects helping to raise regional and state profiles, both nationally and internationally. Port Binnli is dedicated to creating new opportunities, building for the future and helping to develop Queensland responsibly.



Introduction to Laing O'Rourke Pty Ltd

Laing O'Rourke Pty Ltd is the largest privately owned construction firm in the UK. Laing O'Rourke is committed to sustainable development and has a truly integrated capability, with a directly-employed internal supply chain allowing an holistic view of construction.

Laing O'Rourke specialises in delivering ambitious yet achievable construction projects. The company is responsible for some of the most innovative construction solutions anywhere in the world. Recent projects include Dubai International Airport and London's Heathrow Terminal 5 (pictured below).

Port Binnli Pty Ltd was responsible for introducing Laing O'Rourke to Queensland and the project.



1.3 Purpose and Scope

In view of the size and strategic significance of the subject site, the needs of the Caboolture region and the development proposal, and the natural attributes of parts of the site and surrounding areas, this IAS seeks to provide for and accommodates the requirements Section 27 (a) of the *State Development and Public Works Organisation Act 1971* (SDPWOA). That is, it presents and provides the relevant information for the project to the public and advising agencies at the local, state and federal levels. This will allow such stakeholders to determine the nature and level of their interest in the proposal and accordingly:

- Is prepared to assist the Coordinator General to make a determination regarding the significant project declaration;
- Is to facilitate the preparation of Terms of Reference for an Environmental Impact Statement (EIS) for the proposal;
- Addresses relevant statutory approvals and processes that will be necessary for the proposal to proceed (e.g. Environmentally Relevant Activities and *Environmental Protection and Biodiversity Conservation Act 1999*).

2.0 THE PROPOSAL

2.1 Location

The subject site is located on the southern banks of the Caboolture River in the Caboolture Shire, in the heart of the northern corridor of South East Queensland.

The site totals 762.267 hectares in area. The site has approximately 9 kilometres of direct river frontage and has direct road access to the Buchanan Road interchange on the Bruce Highway. The precinct is approximately 4.5 kilometres radially east of the Caboolture town centre and is approximately 8 kilometres west of the mouth of the Caboolture River (refer *Figure 1 and 2 – Locality Plan and Regional Locality Plan*).

The subject land is largely cleared and substantially degraded, having previously been used for pine forestry activities. A small cluster of buildings and outbuildings are contained on Lot 10, previously used as part of the forestry operations.

The subject site is formally described as:

SITES	Site Area (Hectares)
Lot 2 on RP 902075	28.83
Lot 10 on RP902079	515.244
Lot 24 on SP158298	160.379
Lot 7 on RP845326	55.903
Lot 15 on RP 902073	1.911
TOTAL	762.267

The site is in freehold title and owned by Northeast Business Park Pty Ltd.

Access from the Bruce Highway is via Nolan Drive, along which Lots 2 and 10 each have approximately 1 kilometre of frontage. Alternative access to Lot 10 is from the end of Buckley Road. The Bruce Highway forms the western boundary of Lot 2.

Development immediately to the south of the subject site consists of Rural/Rural Residential development on lots ranging in size from 1-18 hectares. Development further to the southeast consists of Rural Residential lots, generally either 3,000m² or 8,000m² in area.

Land on the opposite side of the Caboolture River consists predominantly of large rural allotments that link to forestry and large environmental areas to the north. The site effectively forms the interface of urban development and extensive environmental and open space areas and corridors - particularly to the east and north - thereby creating a nexus between the two. This has become part of the design philosophy of the development.

It is the site's strategic location that underpins its importance. This is addressed in the underlying approach and objectives for the proposal, below.

2.2 Overarching Approach

The proposal is strategically located and has the ability to be a landmark development in terms of net benefits provided to the economy, the environment and the community. The following provides an overview of the approach.

The Vision

An integrated, holistic, landmark development changing the face and advancing the identity, ecological health and prosperity of the Caboolture region.

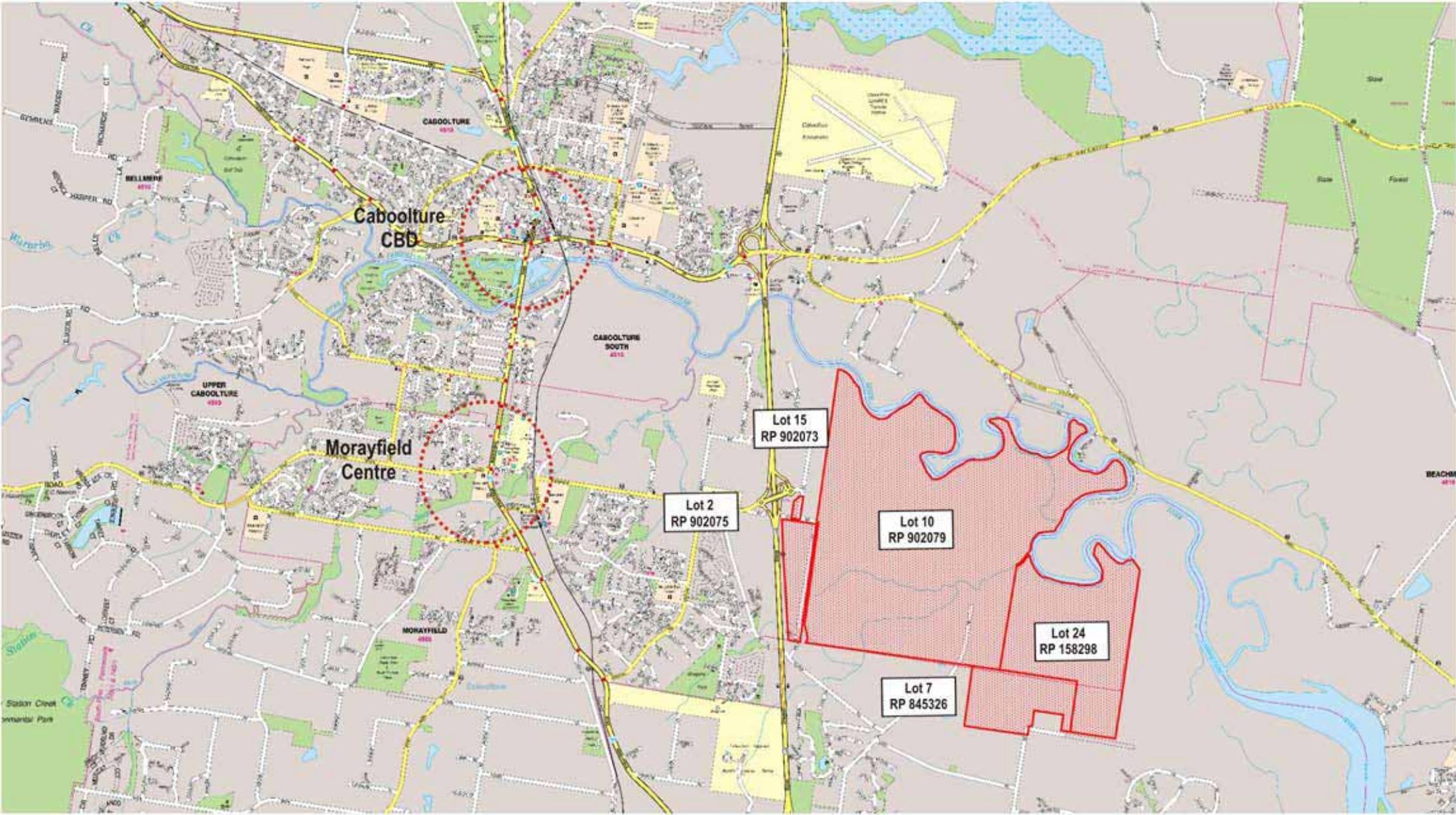
Objectives

The development objectives of the proposal include:-

- Significant strengthening of the regional economy through development of a regional business park;
- Provision of a world class marina facility, providing an important link in the regional marine industry network;
- Effective use of a strategically significant property;
- Regeneration of a large, former pine plantation, currently highly degraded;
- Improvements to water quality of the river by addressing existing water quality issues originating beyond the site, as well as adopting best practice water quality measures on the site;
- Management of impacts and improvement of safety of escalating recreational boating in Moreton Bay and Pumicestone Passage;
- Protection and extension of habitat areas associated with the declared Fish Habitat Area;
- Rehabilitation of site corridors to provide key connections in the wider ecological network, potentially stimulating rehabilitation opportunities beyond the site;
- Provision of high quality urban design standards for built form and landscaping;
- Provision of a structure and process ensuring development standards are consistent with the vision, and providing an internal funding mechanism to allow maintenance of the development in perpetuity at no cost to the public;
- A vital 'heart' for Burpengary and a regional destination;
- Facilitate enhancement of the local public transport network; and
- Provide a valuable and unique addition to the economic, social and recreational fabric of the region.

Locality Plan

Figure 1



The contents of this plan are conceptual only, for discussion purposes. All areas and dimensions are approximate, subject to relevant studies, Survey, Engineering, and Council approvals. UBD plan sourced from Universal Publishers. To be used for internal purposes only and should not be reproduced or publicly displayed.

2.3 Proposal

Northeast Business Park is to be a fully integrated business park, marina precinct and residential development. The proposal has been designed with a clear environmental focus, so that 'net benefits' in such as flood mitigation, improved stormwater quality, ecological rehabilitation, economic stimulation and increased social vitality will accrue to the community.

The proposal includes the following features:-

- Regional business park capable of attracting local, national and international businesses, incorporating clusters of mixed and complementary industry and businesses, residential development, lifestyle businesses and facilities, golf course, active and passive recreation areas, ecological gardens and providing public access to the Caboolture River, underpinned by a high class marina and marine industries precinct (refer *Figure 3 – Concept Plan*).

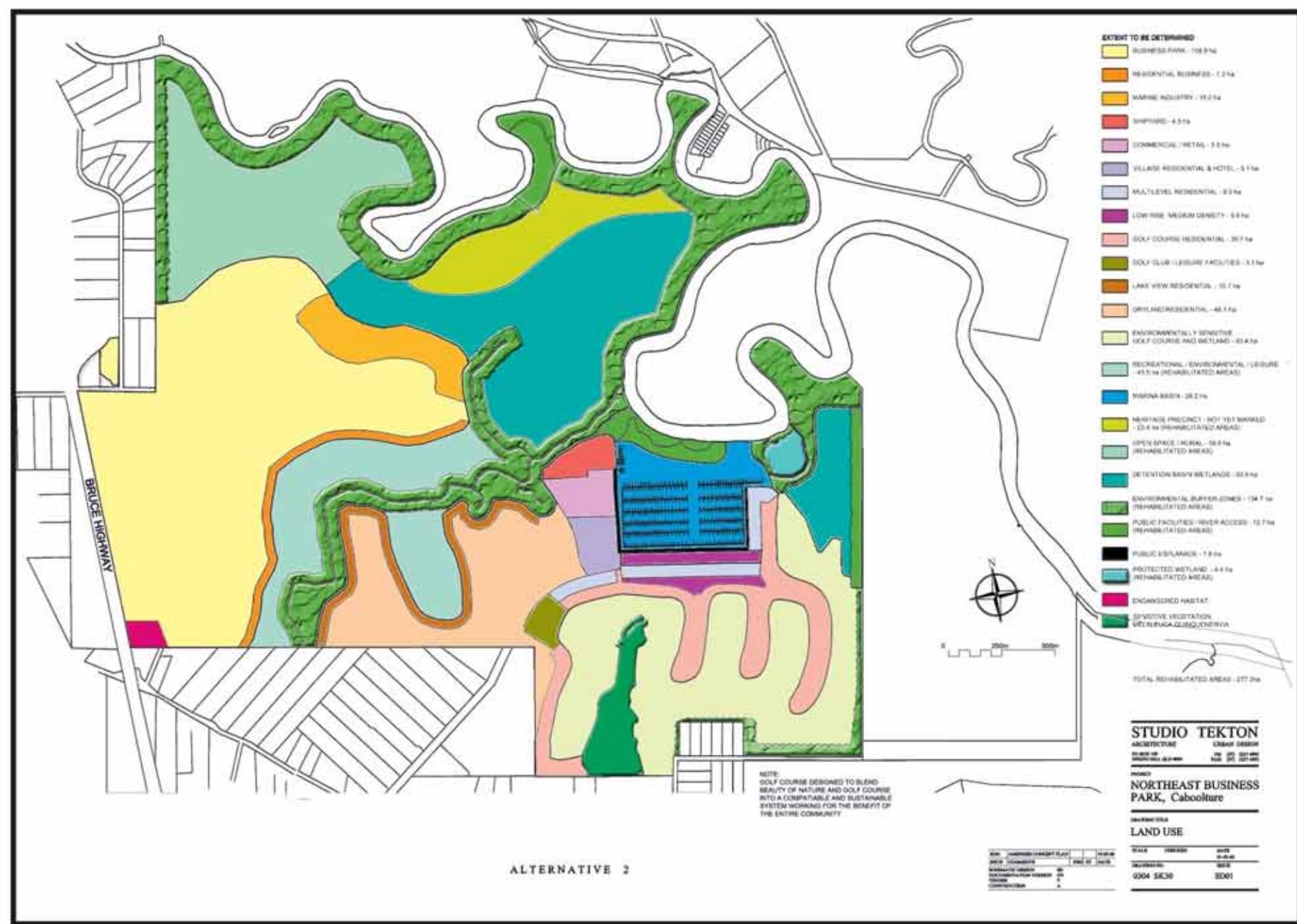
Only approximately 40% of the site is to be developed. The following table represents approximate current estimates of land use precincts and approximate areas:

Precinct	Approximate Area Ha
Business and Industry Precinct	
Business and Industry Park	153
Residential business	7
	160
Marina Precinct	
Marine Industry + shipyard	19
Commercial and Retail	5
Village residential hotel	5
Multi level residential	8
Low rise medium density res	6
Marina Basin & Access	27
	70
Golf course precinct	
Golf Course and golf club	82
Golf course residential	29
	111
Residential	56
	56
Environmental and open space	
Open space + stormwater retention	146
Rehabilitated riparian corridor and buffer	138
Wetland reserve	4
Public river access + public esplanade	14
Recreation / lakeland / environmental	41
Heritage precinct + gardens	22
	365
Total	762

The concept master plan represents a conceptual framework for the development. Whilst the extent and location of identified precincts have been carefully considered, the land use mix will be tailored to accommodate interest and demand, and further detailed design development. As such, the proponents will be interested in receiving feedback from stakeholders in order to best match the opportunities

Conceptual Master Plan

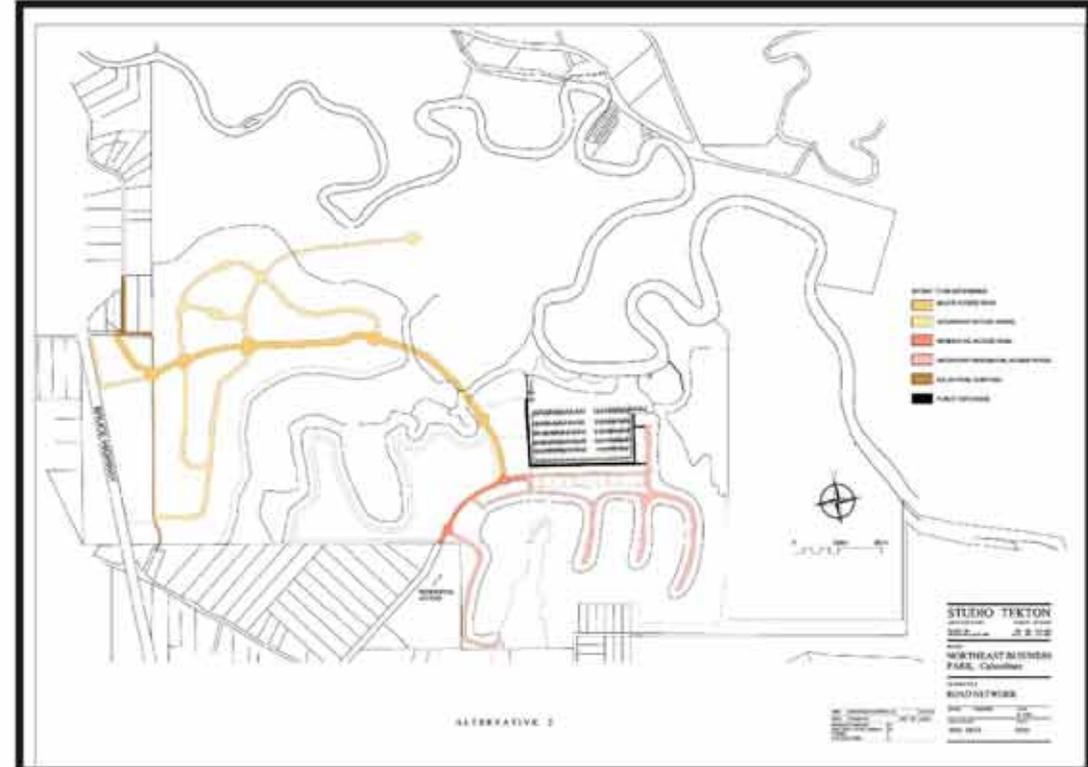
Figure 3



Land Use Plan



Buffer Zones Plan



Road Network Base Plan

The contents of this plan are conceptual only, for discussion purposes. All areas and dimensions are approximate, subject to relevant studies, Survey, Engineering, and Council approvals.



afforded by the development to business and community needs. The consultation plan will be designed to maximise the potential for stakeholder input to be put to constructive use.

2.4 Project Justification and Alternatives Considered

The proposal is of prime strategic importance to Caboolture Shire and Southeast Queensland as it will provide an important community and business focus for Caboolture and help to address a significant undersupply of marine facilities and associated uses. The proposal will provide a fully integrated business, industry, residential and recreational development, combining a complementary array of uses. All of the uses will integrate with and benefit from the association with the marina and associated marine industry and related uses. The proposal has been conceived in order to provide net environmental benefits through the adoption of sustainable development principles and practices.

The availability of sites to accommodate such uses has been considered by Core Economics and Pacific Southwest Strategy Group.

2.4.1 Business and Industry Development

Core Economics have identified that the major industry and business precincts of Southeast Queensland include those areas located in the Brisbane Local Government Area, Logan City, Gold Coast and Ipswich. These areas provide for approximately 4,300 hectares of land for such development. This is comprised of:

- Australia Tradecoast - 1,300 hectares;
- Yatala - 600 hectares;
- Logan – 100 hectares;
- Bremer – 300 hectares;
- Swanbank - 1,000 hectares; and
- Ebenezer – 1,050 hectares

This combined area of 4,300 hectares of suitable land falls well short of the 6,050 hectares estimated in the SEQRP required to accommodate the projected SEQ workforce by 2021. Consequently, South East Queensland requires an additional 1,750 hectares of employment hosting land – and this figure may be higher if the land hosts a low number of employees per hectare.

There are further Industry and Business Precincts identified in Caboolture Shire and Pine Rivers Shire, of smaller scale to those major precincts listed above. Core Economics identified that there are six main industrial and employment precincts in the Caboolture Shire (Narangba/Deception Bay; Industry Drive and Beerburrum Drive, Caboolture; Aerodrome Road, Caboolture; Burpengary; Morayfield; and Bribie Island, Bongaree) which provide approximately 1,130 hectares of suitable land. Approximately, 820 hectares of that land has been developed. Consequently, there is 310 hectares available in Caboolture. Such land is dominated by small-scale uses which cater for the local market and which have a low employee density (10 to 25 workers per hectare).

Core Economics identified three main existing industrial precincts in the Pine Rivers Shire, being:

- Petrie – 269 hectares (no room for expansion);
- Lawnton – 82 hectares (approximately 60 hectares taken up);
- Brendale – 356 hectares (approximately 181 hectares taken up).

Additionally, the Northlakes Mixed industry Business Area provides for 87 hectares of suitable land which is currently undeveloped. Thus, of the additional 794 hectares of appropriately zoned land in Pine Rivers Shire, approximately 510 hectares is already utilised.

Given the above, there is approximately 594 hectares of land available – and such land is not appropriately located to provide for marine-related industries.

The subject site – whilst not of the same scale as the major nodes in Australia Tradecoast or Yatala – provides a significant opportunity to create a unique employment generating hub in the Caboolture Shire. It provides the opportunity for a node that is multi-functional and provides an Industry/Business Park value added by the co-location with marine precinct and marina (as well as residential) uses. Moreover, it will generate a higher worker rate and will lead to more local jobs – in line with Caboolture Shire Council's employment strategy from the 2005-2009 plan (i.e. 2 out of 3 workers in the Shire working locally within the next 20 years).

The need for a Mixed-use Business and Industry employment hub in this location has had strong support from both Council and State Government. This is reflected in the District Industry designation over the western sector of the site in the recently adopted Caboolture Shire Plan, the extent of which was extended by the Department of Local Government Planning Sport and Recreation (DLGPSR) prior to gazettal.

2.4.2 Marina and Marine Facilities

An integral component of the aforementioned node will be the proposed marine uses. **Pacific Southwest Strategy Group** has established that the location of the proposed marina on the site provides the opportunity to add critical mass and mix to the marine and related industries within SEQ.

There is an identified lack of marina facilities and indeed marine orientated land within Queensland, Southeast Queensland and particularly the immediate area. These factors have been identified by **Pacific Southwest Strategy Group** (as noted in section 7.1 of this IAS). In Southeast Queensland alone, boat registrations are anticipated to rise from approximately 102,000 in 2005 to 130,000 by 2010 (+27.5%) and to 212,000 by 2020. Further, in Southeast Queensland there are 21 marina/marine precincts. They have a total capacity of 4,910 wet berths and all of these are either occupied or set aside for visitors.

The Boating Industry Association Queensland have advised that in January of 2005, in Queensland there was a total waiting list of 1,480 for marina berths (comprising 795 wanting to purchase and a further 685 wishing to lease). By extrapolating the future demand for boat registrations versus the demand for berths, it is estimated that by 2010, there will be a need for a further 1,789 berths in Southeast Queensland, making a total demand of 3,269. Of these, only 1,136 berths are currently planned. Consequently, there will be a market undersupply to 2010 of 2,133 berths.

The Federal Government addressed the importance of the marine industry in the wider context in the 2005 publication *'New Horizons – Marine Industry Action Agenda'* prepared by the Department of Industry Tourism and Resources. Notably, the document mentions that there is a cluster of marine manufacturing facilities in South East Queensland. Most significantly however, the document notes that as a trend, the domestic marine market has experienced rapid growth but marine infrastructure (eg boat ramps, marinas and the like) has not kept pace with the growth.

The above finding has very significant implications with respect to the proposal. That is, that there is a shortage of such marine facilities in regions, the state and across Australia. Consequently, there is an obvious opportunity to provide such facilities and attract business – both from national and international firms. Given there is a dearth of suitable land available with the specific locational attributes necessary to attract and accommodate such marine facilities, the subject land and proposal is well placed to accommodate the unmet demand. This will be a fillip for not only the local area but also the state.

The document also explores the importance of fostering marine facilities given their economic, social and recreational benefits. Notwithstanding, a high emphasis is to be placed on ensuring that environmental implications are to be fully considered and values not compromised. The proposal is fully supportive of this approach.

Consequently, the proposal will provide the opportunity to facilitate diversity in the development of industries and jobs in the Caboolture Shire, the region and the state. This diversification will occur also as a result of the range of complementary uses usually associated with marinas. That is, marine-related industries, retail and commercial uses, accommodation and storage facilities.

The subject land therefore provides a valuable opportunity to help address this substantial and growing undersupply of marina berths and marine facilities, and reduce the current restriction on the inflow of economic and social benefits related to the marine industry.

2.4.3 Alternative Marina Sites

The site proposed by Northeast Business Park at Caboolture is unique. The site is considered to be appropriate for the proposal based on a range of criteria including accessibility, proximity to population, bathymetric profile of the river bed, synergies with the business park and other uses, existing infrastructure and environmental sensitivity.

The site has both deepwater frontage to Caboolture River and access to Deception Bay. Furthermore, there are no boundaries between this site and the river mouth. As a result, the marina will provide for 'tall masts'. This is an opportunity which is not otherwise available between Manly and Mooloolaba.

For some time a number of State Government-funded initiatives have (in the past) identified Caboolture and the Caboolture River as the most viable potential marina site in Southeast Queensland. For example, the Regional Framework for Growth Management (RFGM) Taskforce identified the Caboolture region (encompassing Caboolture, Redcliffe and Pine Rivers Shires) as one of the "emerging marine precincts" for the State.

The Taskforce recognised the Caboolture region as both a domestic and international tourist destination, with sandy beaches, mud flats and river estuaries utilised by a wide range of water sports, charter operators and other leisure-based activities.

Existing marine facilities in the region are located at Redcliffe and Brendale in the Pine Rivers Shire. Such facilities include boat builders, manufacturing, recreational and commercial craft, maintenance and servicing facilities.

It is noted that commercial marinas are located at Scarborough in Redcliffe and Bribie Island. However, the existing Bribie Island facility and the additional 150 berth facility on Bribie Island do not provide the opportunities for 'tall masts' which are available at the subject site.

There are no other potential marina sites from north of the Brisbane River to the Mary River, near Maryborough, that offer the same opportunities and minimal impacts for marina development. Port Binnli Pty Ltd has investigated all potential sites in this part of Queensland over the last five years to determine the viability of the subject site.

Existing marinas in closer settled areas of Southeast Queensland north of the Brisbane River have little or no room for further expansion. Within Southeast Queensland there are 21 marina /marine precincts with a total capacity exceeding 4,910 wet berths, all of which are occupied or set aside for visitors.

The Boating Industry Association Queensland have advised that in January of 2005, in Queensland there was a total waiting list of 1,480 for marina berths (comprising 795 wanting to purchase and a further 685 wishing to lease). By extrapolating the future demand for boat registrations versus the demand for berths, it is estimated that by 2010, there will be a need for a further 1,789 berths in Southeast Queensland, making a total demand of 3,269. Of these, only 1,136 berths are currently planned. Consequently, there will be a market undersupply to 2010 of 2,133 berths (Caboolture City Marina Study, Pacific South West, 2006)

Furthermore, environmental constraints - coupled with distance to services and transport - dramatically restrict the potential suitability of any other sites for development.

Put simply, there are no other alternative potential sites worth considering.

2.4.4 Unique Development opportunity

The proposal for the Northeast Business Park represents a rare confluence of need, opportunity and vision.

There are a number of key factors driving the design of the proposal which create a compelling argument for its adoption:

- a demonstrated, supported need for a mixed business and industry employment hub in this location;
- a substantial and growing demand for marina berths and marine facilities;
- a site well suited to the creation of a marina, presenting possibly the last viable opportunity to create a substantial marina between Brisbane and Mooloolaba;
- a very large, strategically located, environmentally degraded site capable of co-locating these important 'core' uses;
- a proposal which integrates these core uses with complementary uses such as marine industries, retail, restaurants, residential, golf course, cultural precinct and environmental rehabilitation into an regionally significant integrated precinct
- a proponent with the vision and capability to complete the project.

This combination of factors is considered to be unique in SEQ. The proposal is an opportunity to create a local and regional 'destination development' which adds substantially to the business and social fabric of the Caboolture Region, whilst providing very significant levels of environmental rehabilitation.

2.4.5 Support for proposal

The need for the development and particularly the marina has been recognised by many parties. Letters of support have been received from the following parties, and are included as **Appendix A**:

- Caboolture Shire Council
- Boating Industry Association
- Royal Queensland Yacht Squadron
- Realway Property Consultants
- Blackline Shipping Pty Ltd
- Savannah Yachts

3.0 INFRASTRUCTURE

The proposed development of Northeast Business Park will require upgrades and (in some cases) extensions to all supporting infrastructure. Information and reports currently being prepared will be used in negotiations and the subsequent development of an Infrastructure Agreement between the State and Northeast Business Park, in conjunction with Caboolture Shire Council. The agreement would identify both the required improvements and the cost apportionment between Stakeholders.

3.1 Transport

The development intends to gain access to the **external road network** via a primary access point at the Buchanan Road/Bruce Highway interchange. Secondary access to the development is proposed via Buckley Road and Coach Road, which provide connection to Uhlmann Road and its interchange at the Bruce Highway.

Preliminary assessment of the access arrangements suggest that with development-generated traffic, it would be suitable to realign Nolan Drive to connect to the Buchanan Road/Bruce Highway interchange in a more direct manner. In order to achieve sufficient capacity at the main access, it will likely be required to upgrade both the eastern and western Buchanan Road/Bruce Highway interchange intersections. It may also be necessary to widen the Buchanan Road overpass to achieve satisfactory operation of the interchange intersections.

Further work is also underway to determine the future interchange form and to assess the appropriate configuration and spacing of the Bruce Highway on and off ramps. Discussions between Cardno Eppel Olsen and the Department of Main Roads are in progress in an effort to understand other background growth requirements at this location, along with the Department's current planning for six laning of the Bruce Highway past the site.

The southern interchange at Uhlmann Road is less impacted by the development traffic. Growth in background traffic volumes is expected to necessitate upgrades at this location, although development traffic may impact on the timing of such upgrades. Again, the future form of this interchange is the subject of current further investigation.

It is proposed that the necessary improvements required to the State controlled road network will be identified and resolved in the near future.

The design intent for the internal road network is to direct most traffic to the Buchanan Road intersection, limiting the extent of traffic using the local roads to the south of the site, and preventing heavy vehicles from using the local network. Accordingly, in relation to Caboolture Shire Council controlled roads, traffic volumes at the Buckley Road access are expected to remain at relatively low levels and no significant upgrades are proposed on Council controlled links. The Buckley Road/Uhlmann Road intersection may require signal or roundabout control at the later stages of the development.

Internal road network infrastructure is currently under development. However, basic structure planning is in place which depicts the proposed nature of connections within the development and between the different land use types.

Options are being considered for the provision of **public transport**. There is currently limited public transport available to Burpengary and the provision of effective public transport options is recognised as being essential for a development of this nature. It is important for the development and the region that

the key centres of Caboolture, Morayfield and the Northeast Business Park are effectively linked. Such a system would be likely to use a bus connection between the site and the key locations of Morayfield, particularly the Morayfield Rail Station, existing education, shopping and employment, and the facilities and population base of the Caboolture CBD. Such a system would strengthen the accessibility and vitality of all three centres.

A master plan for the provision of **pedestrian and cycle networks** within the development will be prepared to identify appropriate connections to improve amenity and reduce the dependence on private automobile travel.

3.2 Water Supply

The total service population for the development is estimated to be 12,700 Equivalent Persons (EPs), based on the current typical local consumption of 353L/EP/day. This figure can vary seasonally with peak maximum daily consumptions nearly double that. Based on these figures, on completion, the proposed development would have an average daily requirement in the order of 4.5 ML.

Northeast Business Park however, intends to set new benchmarks in terms of Water Cycle Management and Water Sensitive Urban Design. These are intended to maximize the development's water efficiency and reduce the development's water consumption substantially below that estimate. The final demand will also vary considerably depending on the development's 'appetite' for the use of recycled water.

Approximately 50% of current treated potable water supply for Caboolture Shire is produced locally with the remainder originating from the North Pine Water Treatment Plant (WTP). Following discussions with Caboolture Water, the existing water supply infrastructure will not be able to cater for the proposed development and its projected peak demands, based on current local average water use. Previous planning studies have recommended major water supply augmentation to the Shire. However, none of these will have a significant impact on performance of this area of the network.

The strategy for future water supply to Caboolture currently has a number of options, which depend on the availability of local water sources - including off line storage and additional bore fields. The increase in daily Shire consumption due to the development may affect the planned future works by Caboolture Shire Council (CSC) to augment supply to the Shire from North Pine WTP. This will depend on the water supply strategy of CSC as well as the SEQ Regional Water Supply Strategy, currently underway.

Further discussions by Northeast Business Park with the Caboolture Shire Council through the EIS process will identify potential options for further augmentation supply. Water saving strategies including use of recycled water, on-site treatment, roof water harvesting and water efficiency measures for all land uses will also be encouraged from end users of the development.

3.3 Recycled Water.

Caboolture water currently produces approximately 9ML/day of tertiary treated recycled water from its South Caboolture Waste Water Treatment Plant (WWTP). Only a small percentage of this water is currently used with the remainder being pumped into the Caboolture River.

The proposed development lends itself to utilization of the recycled water resource due to its close proximity to the treatment plant. New infrastructure would be required to access this resource.

The direct benefits that this would bring include:

- Reduced demands on potable water supply from residential, commercial and industrial use.
- Open space irrigation
- Reduced pollutant and nutrient loads on Caboolture River
- Consistent with sustainability objectives with the overall development.

Further treatment of recycled water may be necessary for some industrial and commercial uses.

It is difficult to assess the current requirement for recycled water. However, the golf course alone may supplement their potable water requirement by up to 1.5 ML/day. Other possible uses include landscape irrigation, industrial process water and wash down, and toilet flushing.

The development, to a certain extent, will contribute to a cyclical or self-perpetuating water regime. That is, where recycled waste water is used for appropriate non-potable uses within the development, returned to the WWTP for recycling and returned to be used again for appropriate uses.

3.4 Sewerage

Sewerage flows from the development will need to be fed to the South Caboolture WWTP. Planning for the WWTP shows that it will need upgrading in 2009 and these plans take into consideration the 158 hectares of Business Park that form part of this development.

Based on a total EP of 12,700, the additional loads imposed by the remainder of the development will require further upgrade works and may require the WWTP to apply for an increased licensed capacity with the Environment Protection Agency.

The existing pipe network is not considered sufficient to accommodate the increased sewer flows generated by the development. The most practical connection of the proposed development to the South Caboolture WWTP is via direct discharge with the use of a pumped rising main. It is envisaged that this would run along Weier Road and beside the treatment plant access road. The trenching work required to lay the sewerage pipe would be likely to be combined with the placement of the pipe carrying the recycled water, in order to minimize the extent of disturbance and set up the recycling network.

3.5 Power

A detailed lot layout information is not yet available for the development and will be required prior to a detailed design for power supply. As the development is to be rolled out in stages, each stage will require an agreement with the local energy supplier, Energex.

For a project of this scale, an area is likely to be required for an Energex zone substation. Discussions between Lectel and Energex have revealed that Energex have already conceptualised a 33kV zone substation in the vicinity of Buchanan Rd, based on Council zoning forecasts. It will more than likely take the opportunity of this development to implement it.

The nearest existing zoned substation is located at Morayfield South (southern end of Morayfield Road). A new 33 kV distribution feed will be required from this location to the new zone substation site. Additional conduits will need to be installed for the purpose of transferring loads from surrounding substations.

A new zone substation requires a minimum 2 years to be operational, so depending on staging alternatives, 11kV may need to be installed to supply the initial stages. The development has 3 possible

available points for 11kV supply, namely at Nolan Drive, Buckley Road and Farry Road. Each of these will require minimal external works to bring them 'on line'. The industrial precinct can be fed off Nolan Drive with virtually no requirement for external works. Buckley Road will require approximately 400 metres of overhead and underground network extension and will serve the golf facilities and mixed-used commercial and residential precincts. The most likely point of supply is the existing 11 kV to the north west of the development.

Once staging and lot layouts are better identified, a detailed concept plan will be created which will address load progressions (i.e. how many lots will be developed where and at what time). This information will be critical for the zone substation planning and delivery. Internal works will include pad-mount transformers at intervals throughout the development.

Building design guidelines and incentives for energy efficient design and construction and operation of all uses will be encouraged to minimize total loads.

3.6 Gas

The Caboolture Shire lies within Origin Energy's gas network infrastructure. Discussions have occurred between Lectel and Origin Energy and no current gas network exists in the area. The nearest connection point is located adjacent to Narangba Industrial Estate, near Helium St (approximately 7.5 kilometres to the development). Origin Energy has previously explored extending their network mains further north to pick up other industries along the way. This project may provide the necessary trigger for that work to occur.

3.7 Telecommunications

There appears to be no problem with the existing Telstra infrastructure. Telstra is able to provide an underground cable network to the development upon application.

3.8 Construction and Operational Processes

Northeast Business Park proposes to create a mixed use development including the following precincts.

- Business Park
- Marine Industry
- Marina
- Residential
- Heritage
- Recreational Areas
- Open Space and Buffer zones.

The roll out of each of these precincts will be staged over a 10 to 15 year period in accordance with approvals and commercial requirements.

The general sequence of works for each stage will include installation of environmental controls and site establishment, site clearing, earthworks, infrastructure and construction.

Earthworks modelling has been carried out with due consideration of best land use, floodplain and stormwater management. The development, where possible, will be designed around a balanced cut to fill approach which may include the handling of approximately 3.2 million m³ of material. The type of equipment used will be similar to any major infrastructure and construction project and include the use of bulldozers, scrapers, excavators, cranes, concrete pumps, etc.

Infrastructure will consist of stormwater drainage and services and construction of a road network.

A Stormwater Management plan has been developed which provides a conceptual framework for water quality management and the stormwater system, swale systems, in ground drainage, overland flow paths, gross pollutant traps, bioretention and other water quality and stormwater control devices.

Each of the precincts will be serviced by gas, water, sewer, power and a communication system. These services will generally be installed in trenches running parallel to the road network.

With the basic infrastructure in place, more detailed construction activities will take place in each of the precincts. In the Heritage, Recreational, Open Space and Buffer Zones an integrated landscape design approach will be adopted that provides appropriate structures, buffer distances and revegetation. A private maintenance programme will be implemented to ensure the long term health and enhancement of these areas.

Marina construction and operation

The marina basin will require more specialized excavation techniques as part of its construction including associated extensive environmental controls. The marina basin will be isolated from the Caboolture River for the majority of its construction and then opened to the main river for operational purposes.

Port Binnli propose to build, install operate and maintain their own world class infrastructure. Port Binnli Pty Ltd (Mackay Marina) have a strong track record in marina design and operation and have worked with the Department of State Development in developing the first ever environmental efficiency guidelines for marine facilities. The Mackay Marina exceeds current Australian design standards and sets the environmental benchmark for marinas in Australia.

The Marina Shipyard will feature the latest in environmental protection systems for the catchment and treatment of all wastewater and pollutants. Environmental considerations are key to its design. A sophisticated drainage network will provide filtration and treatment for wastewater. Waste oil is to be collected and recycled by a licensed waste removalist. Environmental plans will manage surface coating activities; vessel surfaced cleaning, water quality, dust and particle dispersion, noise and waste.

In keeping with world's best management practices, all containments, including stormwater run-off, are contained in underground holding tanks. Pollutants and solids are filtered and separated. Treated clean fluids are then automatically discharged to sewer under controlled conditions. No contaminated water will be released into the environment.

3.9 Waste Management

Northeast Business Park understands that a fundamental requirement of ecological sustainable development is the effective management of waste. The intention is to reduce waste, either by encouraging material efficiency, reducing the generation of waste, or the creation or use of recycled products. The strategy is to research ways in which waste can be managed effectively - both during the

construction and operational phases - to minimize or avoid adverse impacts on the environment, while at the same time facilitating economic development.

A Waste Management Plan will be implemented during the construction phase of the development with best practice being used during the operational phase.

The objectives of the Waste Management Plan are based on the hierarchy of avoidance/reduce, re-use, recycle, treat and dispose as outlined in the National Waste Minimisation and Recycling Strategy. Best Practice will be adopted wherever possible, to achieve waste minimisation and reduction. Key areas that will be targeted in the Waste Management Plan are to avoid, whenever possible the generation of wastes including:

- Demolition Materials (including hazardous building materials i.e. asbestos)
- Construction Materials
- Excavated Fill Materials
- Domestic & Human Waste
- Wastewater
- Litter generation due to construction activities

Contaminated waste will be treated in accordance with a separate management plan with further investigation required.

3.10 Hazard and Risk and Health and Safety Issues

Northeast Business Park holds Health and Safety as a core business value and is committed to creating a future free of incidents and injuries, where all stakeholders actively create safe and healthy environments. The greatest risk of this development is associated with the contamination of adjoining waterways and risks associated with construction works in general.

A Workplace Management Plan will be created prior to the commencement of work in any of the precincts. It will contain procedures to ensure that workplaces are managed in such a way that safety hazards are continually identified and reviewed. This will, in turn, allow for control actions to be put in place to provide workplaces that are safe and without risk to the health of key stake holders including workers, the general public and the environment.

All potential hazards/risks in the workplace will be broken down into activities, which follow the sequence of construction. These activities are provided for in Safe Work Method Statements (SWMS) which will identify the potential hazards of all proposed work, assess the risks involved with the work and will develop controls to eliminate, or minimise, the risk.

Ongoing Risk Assessments (after the project commences) are to be undertaken on site. No hazardous substances are to be brought onto the site without a Material Safety Data Sheet (MSDS) being lodged and the substances details recorded in the Hazardous Substance Register.

4.0 PLANNING AND POLICY FRAMEWORK

4.1 Integrated Planning Act

Two planning applications have previously been lodged over the subject land. Both applications seek Preliminary Approval under Section 3.1.6 of the *Integrated Planning Act 1997* (IPA) to override the planning scheme.

The status of the two planning applications (which are currently 'live') is outlined below:

SITES	APPLICATION	LODGED	STATUS
Lot 2 on RP 902075 (28.83Ha) and Part of Lot 10 on RP902079 (515.244ha)	Preliminary Approval for Material Change of Use (Section 3.1.6) (Business Park)	18/06/2002	Decision Phase extended by applicant until 24/01/07
Lot 24 on SP158298 (136.379ha) Lot 7 on RP845326 (55.903ha)	Preliminary Approval for Material Change of Use (Section 3.1.6) (Mixed Use Development, including marina, residential, commercial and retail)	20/10/04	Information and Referral Phase extended by applicant until 21/01/07

There are also two additional applications that will need to be prepared and lodged:

SITES	APPLICATION	LODGED	STATUS
Part of Lot 10 on RP902079 (515.244ha)	Residential	Pending	To be prepared.
Lot 15 on RP 902073 (1.911Ha)	Access	Pending	To be prepared

4.2 The Southeast Queensland Regional Plan

The Southeast Queensland Regional Plan (SEQRP) is the pre-eminent planning document and a 'blue print' for managing future change and growth in the region.

The subject site is strategically located in terms of the designations in the SEQRP. It is situated at an important interface between *Urban Footprint* and *Regional Landscape and Rural Production Area*, with the business park located within the Urban Footprint, and the land on which the marina is proposed located outside the Urban Footprint (refer *Figure 4 – SEQRP excerpt*)

The SEQRP contains regulatory provisions that are linked to the IPA 1997. The current Preliminary Applications are exempt from the Regulatory Provisions of the Regional Plan, as both Development Applications were properly made before the introduction of the draft SEQRP on 27 October 2004 (Division 1, 1(1)(a)). A Preliminary Application is a 'Development Application' under the *IPA 1997*.

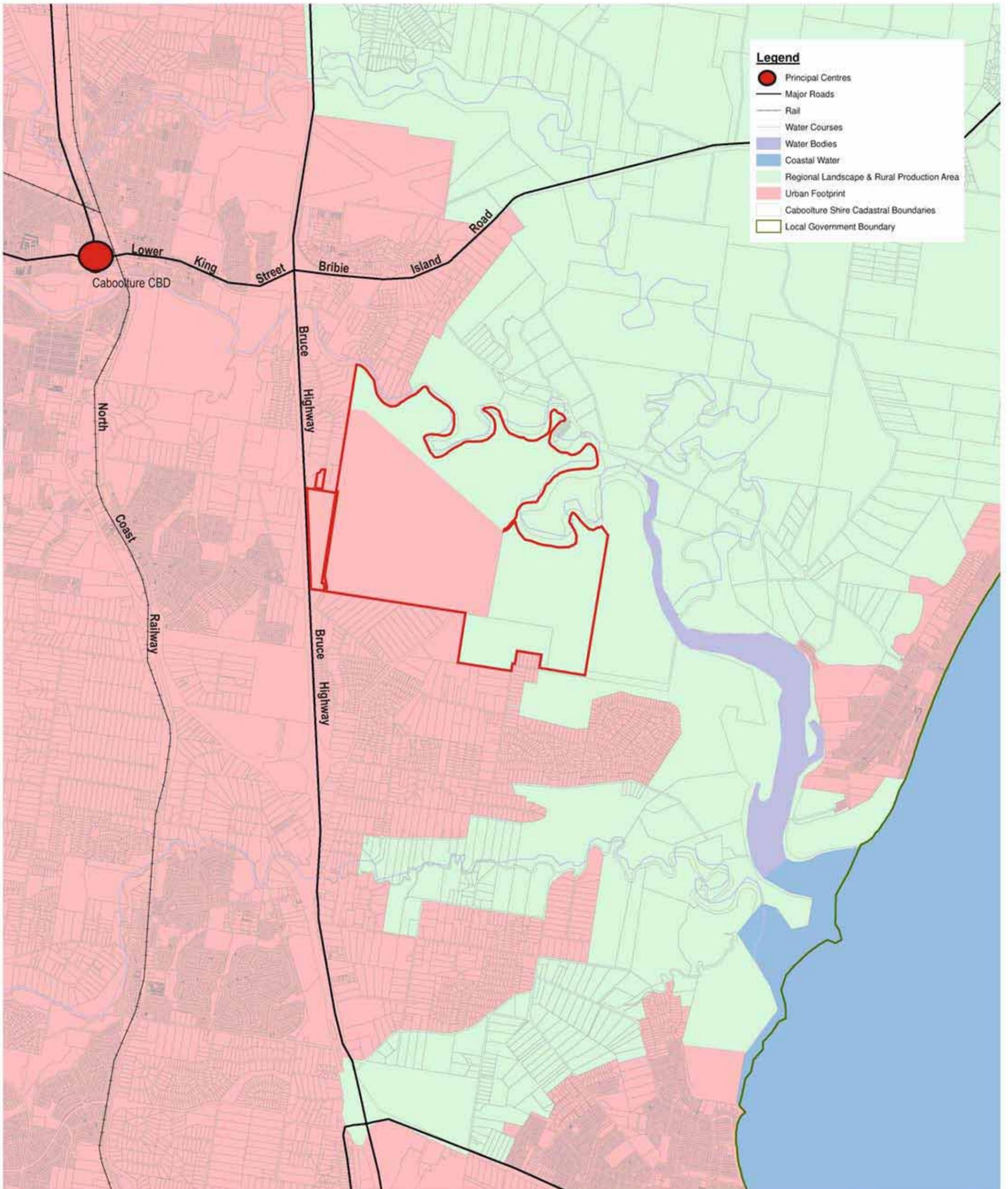
Despite the formal exemption from the Regulatory Provisions of the SEQRP, and the current Preliminary Applications not subject to the provisions of Part H, it is contended that the development proposal can satisfy the primary tests for development namely:

- It has locational requirements necessitating its location outside the urban footprint; and
- There is an overriding need for the development in the public interest – the proposal can achieve net benefits to the community in economic, environmental and social terms.

The proponent asserts that achieving a net benefit in social, environmental and economic terms is a valid test for any major development proposal. Accordingly, it has adopted this approach as a core

Regional Plan Designations

Northeast Business Park - Figure 4



Source: South East Qld Regional Plan

The contents of this plan are conceptual only, for discussion purposes. All areas and dimensions are approximate, subject to relevant studies, Survey, Engineering, and Council approvals.



development objective. Similarly, the proponents look forward to adopting a partnership approach with all levels and sectors of government and other key stakeholders in order to achieve mutual benefits.

The proposal is considered consistent with the following key objective of the SEQRP:

- Ensuring that future growth and change in the region is managed in the most sustainable way possible (Part D, SEQRP).

In addition, the proposal is consistent with and supportive of the following Desired Regional Outcomes (and their related regional policies):

- **Sustainability – Desired Regional Outcome 1** – The region grows and changes in the most sustainable way; generating prosperity, maintaining and enhancing quality of life, and providing high levels of environmental protection;
- **Natural Environment - Desired Regional Outcome 2** – A healthy natural environment supports the region's rich biodiversity, clean air and water; and is sustainably managed to support economic development, outdoor lifestyles and community needs;
- **Regional Landscape – Desired Regional Outcome 3** – The key environmental, economic, social and cultural resources of the regional landscape are identified and secured to meet community needs and achieve ecological sustainability.
- **Natural Resources – Desired Regional Outcome 4** – Regional natural resource and rural protection areas are protected, enhanced and used sustainably.
- **Strong Communities – Desired Regional Outcome 6** – Cohesive, inclusive and healthy communities with a strong sense of identity and place, and access to a full range of services and facilities that meet diverse community needs.
- **Engaging Aboriginal and Torres Strait Islander Peoples – Desired Regional Outcome 7** – Aboriginal and Torres Strait Islander peoples are actively involved in community planning and decision-making processes and Aboriginal Traditional Owners are engaged in business about their country.
- **Urban Development – Desired Regional Outcome 8** – A compact and sustainable urban pattern of well-planned communities, supported by a network of accessible and convenient centres close to residential areas, employment locations and transport.
- **Economic Development – Desired Regional Outcome 9** – A strong, resilient and diversified economy – growing prosperity in the region by utilising its competitive advantages to deliver exports, investment, and sustainable and accessible jobs.
- **Infrastructure – Desired Regional Outcome 10** – Regional infrastructure and services are planned, coordinated and delivered in a timely manner to support existing and future settlement patterns and desired community outcomes.
- **Water Management – Desired Regional Outcome 11** – Water in the region is managed on a sustainable and integrated basis to provide adequate supplies for human and environmental uses.
- **Integrated Transport – Desired Regional Outcome 12** – A connected and accessible region based on an integrated transport system that supports more compact urban growth and efficient travel; connects people, places goods and services; and promotes public transport use, walking and cycling.

4.2.1 Balancing urban and environmental needs

Land to the south and west of the subject land is predominantly included within the *Urban Footprint* designation under the SEQRP. Land to the north and east is predominantly *Regional Landscape and Rural Production Area*. As such, the site is at the northerly limit of the *Urban Footprint* before the large 'Inter-Urban break' between the Brisbane Metropolitan Area and the Sunshine Coast.

The interface between urban uses and regional landscape underscores the development philosophy of the development fulfilling and balancing the aims of both regional landscape and urban designations. This is recognized by the development area occupying approximately 40% of the site. Furthermore, the open space, stormwater polishing and rehabilitated corridors provide an important component of an ecological network, potentially stimulating further attention to the value of the ecological networks in the 'Inter-urban' break.

4.2.2 Principal Activity Centre

It is noted that the SEQRP denotes a 'Principal Activity Centre' at Caboolture/Morayfield. According to Chapter 8, section 8.6 of the SEQRP, such centres are to have the following attributes:

- Serve catchments of sub-regional significance and provide key focal points of regional and in-centre residential development outside of the Brisbane CBD;
- Serve business, major comparison and convenience retail and service uses;
- Provide a secondary administration focus (accommodating regional offices of government, regionally significant health and education and cultural facilities);
- Are typically serviced by multimodal public transport systems and comprise key nodes in the regional transport system due to their high trip generation;
- Residential development densities of between 40 and 120 dwellings per hectare (net) or greater in proximity to Principal Activity Centres.

The Caboolture Town Centre and Morayfield centre do not however provide sufficient land or an appropriate location to accommodate the proposed Industry/Business Park. In addition, they clearly cannot accommodate the marina and marine precinct. The subject site, which is located approximately 3.5 kilometres south east of Caboolture Town Centre and 3 kilometres east of Morayfield', is eminently suitable and can provide complimentary uses to Caboolture and Morayfield.

Together, these three centres can form a robust trio of activity centres, combining to meet the desired regional function of a 'Principal Activity Centre'. The development of the Northeast Business Park will be the catalyst to strengthen the vitality of all three centres.

4.2.3 Structure Planning Process

Principle 8.9 of the SEQRP requires that all major new urban developments undergo a structure planning process. The structure planning process is to be managed by Caboolture Shire Council and include all key landholders and stakeholders. It is intended that the Structure Planning process be undertaken in parallel to the assessment process for the development under the SDPWOA, thereby forming an integral part of the process and helping to provide context to the design of the project.

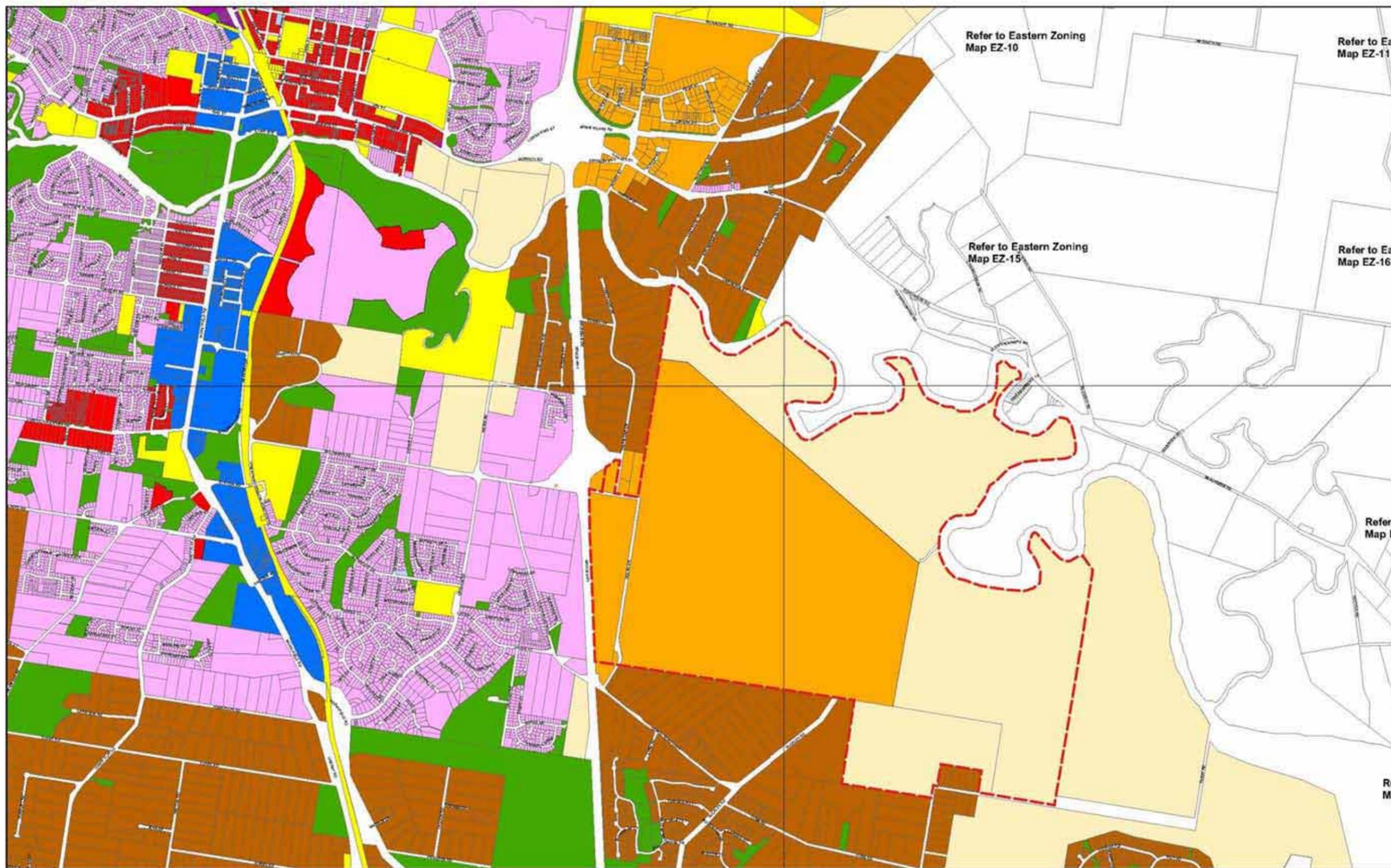
4.3 Caboolture Shire Planning Scheme

The Caboolture Shire Planning Scheme is also relevant to the proposal. The proposed Industry/Business Park is located in the 'District Industry' zone. This is a significant point in that the designation was the result of a State and Council initiative. The proposed marina is located in the 'Rural' zone (refer *Figure 5 - Zoning*). As noted previously, applications for both components were lodged prior to the implementation of the SEQRP.

The mapping for the newly adopted planning scheme also indicates the various overlays (eg Acid Sulfate Soils Overlay) that apply to landholdings within the Shire. The overlays relate to codes of the same name. The overlay codes contain additional particular development requirements that are to be

Zoning Plan - Caboolture Shire Council

Figure 5



- | | | | | | | |
|-------------------|---------------------|---------------|----------------|-------------------|-------------------|--------------|
| District centre | Metropolitan centre | Residential B | Local centre | Regional Industry | Rural residential | Subject site |
| District industry | Open space | Rural | Local Industry | Residential A | Special use | |



The contents of this plan are conceptual only, for discussion purposes. All areas and dimensions are approximate, subject to relevant studies, Survey, Engineering, and Council approvals.

addressed by development. The table below sets out the zoning and overlays that are applicable to the respective lots that comprise the subject land.

RPD	Zoning	Acid Sulfate Soils Overlay	Bushfire Hazard Overlay	Catchment Protection Overlay	Nature Conservation Overlay	Scenic Amenity Overlay
Lot 7 RP845326	Rural	Yes	Yes	Yes	Yes	Yes
Lot 24 SP158298	Rural	Yes	Yes	Yes	Yes	Yes
Lot 2 RP902075	District Industry	Yes	Yes	Yes	Yes	Yes
Lot 15 RP902073	District Industry	Yes	Yes	No	Yes	No
Lot 10 RP902079	Multiple Zones	Yes	Yes	Yes	Yes	Yes

It is to be noted that there are no other planning scheme overlays that are applicable.

The Table of Assessment for the respective zonings set out the level of assessment for development, note whether uses are 'consistent' (generally supported by Council) or 'inconsistent' (generally not supported by Council) within the zone, and lists the applicable codes which development is to be assessed against.

The majority of the uses defined in the planning scheme are subject to code assessment in the Table of Assessment for the District Industry zone. Similarly, the majority of uses defined in the planning scheme are subject to code assessment in the Table of Assessment for the Rural zone.

The various uses (and development) proposed will need to address the respective uses codes and, in particular, the various applicable overlay codes (eg. Acid Sulfate Soils Overlay Code).

4.4 State Government Agency Requirements and Related Policy Issues

The subject site is situated on the southern banks of the Caboolture River and is affected by the following major environmental designations (Refer to Figure 6 – Designations):

Designation	Boundaries	Legislation	Comments
Moreton Bay Marine Park	Deception Bay and the lower reaches of the Caboolture River (i.e. along the length of frontage to the site).	<i>Marine Parks Act 1992</i>	Included within Habitat Zone.
Ramsar Wetlands	Caboolture River for part of the site and downstream	International Treaty, IPA. Likely to trigger EPBC	Likely to trigger EPBC. Commonwealth matters
Deception Bay Fish Habitat Area – Category A	FHA No. 013 - bed, banks and water column of Caboolture River along length of frontage to the site and a short way into Raft Creek.	<i>Fisheries Act 1994</i>	Excludes marked channel. Works or activities requiring the disturbance of habitats require a permit under <i>Fisheries Act 1994</i> .
JAMBA, CAMBA	No specific boundary defined.	International Treaties - likely to trigger EPBC.	Site is adjacent to wetlands which are likely to be used by birds protected under these agreements.
Erosion Prone Areas	As per EPA Plan No. SC3367 (adjacent Caboolture River), being 40 metres landward of Mean High Water Spring (MHWS) or Highest Astronomical Tide (HAT), whichever is the greater.	<i>Coastal Protection and Management Act 1995</i>	Part of the site is within an Erosion Prone Area, being 40 metres landward of HAT.
Areas of Coastal Biodiversity Significance – under the Draft Southeast Queensland Regional	As per mapping (especially maps 6-8).	<i>Coastal Protection and Management Act 1995</i>	Site is adjacent to Significant Coastal Wetlands.

Designation	Boundaries	Legislation	Comments
Coastal Management Plan			
Remnant Vegetation designations	As per RE mapping.	<i>Vegetation Management Act 1999</i>	Site contains some identified communities of concern.
Coastal Management District	As per mapping.	<i>Coastal Protection and Management Act 1995</i>	No Coastal Management Districts mapped in the locality. Refer Erosion Prone Area information.

Consequently (and further to) the above, the proposal will need to address the following:

- The *Coastal Protection and Management Act 1995* and *State Coastal Management Plan* in relation to works within a Coastal Management District and Erosion Prone Areas. Under the *Coastal Protection and Management Act 1995*, a number of key principles and objectives of the *State Coastal Management Plan* must be addressed (eg dredging, water quality management, coastal wetlands, biodiversity, etc);
- The *Fisheries Act 1994* regarding marine vegetation and development in or near declared Fish Habitat Areas;
- The Environmental Protection Act 1994 with respect to operation of a marina and industrial development classed as Environmentally Relevant Activities;
- Nature Conservation Act 1992, which provides for the protection of native animals, plants (and ecosystems in which they live) which have been classified as threatened;
- The *Marine Parks Act 1992* concerning the Moreton Bay Marine Park;
- The *Aboriginal Cultural Heritage Act 2003* concerning matters of cultural significance;
- The *Vegetation Management Act 1999* regarding State significant vegetation;
- The *Dangerous Goods Safety Management Act 2001* concerning the storage of dangerous goods (eg fuel);
- The *Transport Operations (Marine Safety) Act 1994* and the *Transport Operations (Marine Pollution) Act 1995*;
- The *Water Act 2000* in respect of taking or interfering with water;
- The *Transport Operations (Public Transport) Act* regarding the provision of bus routes and passenger transport infrastructure; and
- The *draft Regional Coastal Management Plan 2004* (specifically policy 2.4.7 regarding algal bloom implications).

Notwithstanding this, the proposal will also address the following State Planning Policies:

- *State Planning Policy 2/02: Planning and Managing Development Involving Acid Sulfate Soils*;
- *State Planning Policy 1/03: Mitigating the Adverse Impacts of Flood, Bushfire and Landslide*.

The approval framework, regarding the above considerations, is outlined as follows.

4.5 Approval Framework

As noted previously in this IAS, the approval process for such a development is complex. The utilisation of the 'significant project' status under the SDPWOA, the associated coordination process and the EIS-based assessment provisions provides for an integrated and holistic approach that will allow the full potential of the precinct to be realised.

Further to the above, it is to be noted that it is likely that numerous approvals will be required once the applications for Preliminary Approval are approved. These are summarised below.

Town Planning

- Preliminary Approvals to override the Planning Scheme for Material Change of Use to establish the structure plan and land use plan.
- Various Development Permits for Material Change of Use (particular uses).
- Various Development Permits for Reconfiguration of a Lot.
- Various Development Permits for Operational Works.

Resource Allocation

- Resource allocation notice would be required, before any dredging could be sought.
- Resource Allocation for works within Waterways.

Environmental Approvals (excluding end uses)

- ERA19 for dredging
- ERA73 for marina mooring
- ERA 20 – Extracting rock or other material
- ERA 22 screening or separating material
- Creation of a dry land marina
- Tidal Works
- Section 51 Permit for removal or disturbance of marine vegetation
- Other ERAs where required for particular uses eg. fuel storage, etc.

The IDAS process under IPA provides that many of the above uses can be combined into one application.

Resource allocations and Environmentally Relevant Approvals will be considered in detail through the EIS process, with relevant applications included with the subsequent applications to Caboolture Shire Council.

4.6 Environmental Protection Biodiversity and Conservation Act 1999 (EPBCA)

The EPBCA places the onus on the proponent to assess the potential effect that development may have on sensitive environments and to refer the matter to the Commonwealth Department of Environment and Heritage (DEH) for assessment under the EPBCA if they believe that the development may cause significant impacts on matters protected by the Act.

The subject site is proximate to groups of wetland communities which are listed under the Ramsar convention. Additionally, migratory birds covered by the Japan Australia Migratory Birds Agreement (JAMBA) and China Australia Migratory Birds Agreement (CAMBA) and the appendices to the Bonn Convention (Convention on the Conservation of Migratory Species of Wild Animals for which Australia is a Range State under the Convention); may also use nearby habitats, as may other threatened species.

It is likely that the proposal constitutes a 'controlled action' and will be referred to the Commonwealth Department of Environment and Heritage (DEH) pursuant to the *EPBCA*. The DEH will confirm its status under the *EPBCA* and the method of assessment. It is believed that the EIS process required under the *SDPWOA* be used as the accredited assessment process for matters relevant to the *EPBCA*, under the bilateral agreement between the Commonwealth and Queensland governments.

It appears that some direct and indirect aspects of the proposal may have potential to affect sensitive environments and be relevant to the *EPBCA*, if poorly designed and/or managed. Some of the potential effects include:

- potential for wash and erosion from increased boating activity affecting wetland environments;
- pollutants from boating activities and marine industries affecting water quality;
- risks arising from poorly managed acid sulphate soil disturbances; and
- issues associated with dredging and spoil.

It is noted that a preliminary assessment indicates that the extent of similar habitat within the vicinity, including protected habitats in Freshwater National Park, Bribie Island National Park and Nathan Road Wetlands Reserve. It is not considered that the site contains habitat *critical* to the survival of migratory bird species.

It is also noted that the site provides potential habitat resources for the Grey-headed Flying-fox which is a listed threatened fauna species. The *EPBCA* provides for the 'conservation of critical habitat' of listed threatened species. It is considered that the habitat resources within the site (i.e. scattered clumps of eucalypts and the Swampy paperbark forest) do not constitute habitat *critical* to the survival of this species.

These and other potential impacts arising from the development relevant to the *EPBCA* will be specifically investigated in order to make an assessment of any potential impacts, as well as identifying any opportunities where rehabilitation may improve habitat conditions.

6.5 Terms of Reference and Reporting

The current Preliminary Applications for the Business Park and the Marina have been subject to referral coordination to relevant state agencies under the IPA, with detailed information requests issued. On the basis of these information requests, substantial investigations and reporting have been undertaken, which has been used to inform the preparation of this IAS. If declared as a significant project it is expected that the matters raised in the Information Requests will form the body and basis of the Terms of Reference to be issued for the EIS process.

Despite the above, many studies are preliminary only at this stage, with additional studies and/or adaptation of existing studies required for most aspects of the development. Studies undertaken to date and used as references for this IAS are listed at *Appendix B*.