



Planning Report

Northeast Business Park

Environmental Impact Assessment

January 2008



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Director

Date

25/1/08.

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TERMS AND ACRONYMS

PROJECT RELATED

NEBP	Northeast Business Park
EIS	Environmental Impact Statement
ToR	Terms of Reference
EMP	Environmental Management Plan
MIBA	Mixed Industry Business Area
CMD	Coastal Management District

AGENCIES

CoG	Coordinator General (Qld)
CSC	Caboolture Shire Council
DEW	Department of Environment and Water (Comm)
DIP	Department of Infrastructure and Planning (Qld)
DLGPSR	Department of Local Government, Planning, Sport and Recreation (Qld)
DMR	Department of Main Roads (Qld)
DNRW	Department of Natural Resources and Water (Qld)
DPIF	Department of Primary Industries and Fisheries (Qld)
EPAG	Environmental Protection Agency (Qld)
QT	Queensland Transport (Qld)

LEGISLATION AND STATUTORY INSTRUMENTS

CPMA	<i>Coastal Protection and Management Act 1995 (Qld)</i>
CSP	<i>Caboolture Planning Scheme 2005</i>
EPBCA	<i>Environment Protection and Biodiversity Conservation Act 1999 (Comm)</i>
IPA	<i>Integrated Planning Act 1997 (Qld)</i>
IPR	<i>Integrated Planning Regulation 1998 (Qld)</i>
PS	Planning Scheme
SLUP	Strategic Land Use Plan 1993 (Caboolture Shire Council)
VMA	<i>Vegetation Management Act 1999 (Qld)</i>
WA	<i>Water Act 2000 (Qld)</i>

OTHER TERMS

DA	Development Application
DP	Development Permit
ERA	Environmentally Relevant Activity
IDAS	Integrated Development Assessment System
MCU	Material Change of Use
OW	Operational Work
PA	Preliminary Approval
PAPS	Preliminary Approval overriding the Planning Scheme under s3.1.6 of the <i>Integrated Planning Act 1997</i>
ROL	Reconfiguration of a Lot
SEQRP	South East Queensland Regional Plan

1.0 EXECUTIVE SUMMARY

The proposal for the Northeast Business Park (NEBP) on a strategically significant 769ha landholding on the southern banks of the Caboolture River at Morayfield, 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, helping to address both local employment needs and a substantial and growing unmet demand for marina berths and associated marina industries and facilities.

Preliminary Applications for the land uses were lodged prior to the introduction of the Draft South East Queensland Regional Plan (SEQR) and, hence, the Regulatory Provisions of the SEQR do not apply. Nonetheless, Northeast Business Park exemplifies many of the core principles of the SEQR—a mixed-use precinct with distinct character producing regional prosperity whilst allowing people to live, work and play in the same locality, in an environmentally responsible and socially productive manner.

The development will incorporate a wide mix of complementary land uses including commercial, clean industrial, Community Nodes, golf course and clubhouse, heritage garden, education, child care and a range of residential and accommodation options, combined with a Marina precinct including a Shipyard, Hotel and Conference facility. The heart of the Marina precinct is a Marina Village providing local retail, restaurants, cafés, a tavern and a plaza linked to marina boardwalks, thereby providing a social and recreational focus for the development and the community. The combination of land uses makes the precinct more vital and sustainable, providing a unique and complete package necessary for the MIBA to be powerfully competitive in local, regional, national and international markets.

The synergistic combination of land use precincts is enhanced and underpinned by the approach of creating a complete, robust and attractive business community. As well as providing smaller sites and 'turn key' business and industrial options accommodating aspirational local businesses, Northeast Business Park has also been designed to accommodate a national trend for 'operational consolidation' where larger and higher value businesses combine their office, manufacturing, production and distribution functions into single premises. Such uses require high amenity working environments, where clean production processes are compatible with commercial operations. Northeast Business Park offers the potential to be a leading example at a national level of the change which is occurring in employment precincts.

The proposed development is considered to have local, regional and state significance, strengthening the role of Caboolture and Morayfield as a Principal Activity Centre for the northern corridor of SEQ helping to vitalise the region through the injection of substantial and sustained funds into the local economy. The NEBP development provides an important Public transport linkage with Morayfield and Caboolture, thus helping all areas to function more effectively. The employment precinct is intended to operate as an exemplar of sustainable development, with the development facilitating businesses to operate according to Industrial Ecology principles.

Construction costs for the proposal are estimated as \$2.27 Billion. This investment, combined with resultant output in the local economy, is anticipated to generate an annual economic benefit to Caboolture and the broader area economy of \$2.63 Billion. Moreover, the development is anticipated to generate directly and indirectly an estimated 27,150 full time equivalent jobs, in addition to construction jobs. The local employment and economic injection is a critical component of meeting

Caboolture Shire Council's Corporate Plan 2005-2009 target of achieving two out of three 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 demonstrable overriding net benefits to the community in social, environmental and economic terms, on a sustainable basis. The development will transform a heavily degraded former pine plantation into an integrated, holistic, landmark development changing the face and advancing the identity, ecological health and prosperity of the Caboolture region.

Significant infrastructure is required to cater for the development, which will be designed to be as efficient as possible, minimising the extent of infrastructure and resource use drawn by the development.

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 navigation channel in the Caboolture River to enhance the maritime access and safety of the river and to improve flood mitigation.

A comprehensive analysis and detailed consultation and design process has been undertaken 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 downstream of the development include significant coastal wetland communities listed under the RAMSAR convention, these being potential migratory bird and endangered species habitats and Fish Habitat Areas.

The 'net benefit' approach adopted by the proponents has resulted in the following key benefits being proposed:

- Substantial and sustainable injection of funding into the local and regional economy and the creation of up to 27 150 jobs;
- 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 bank erosion and creating a pleasant backdrop to the development;
- Helping to address a substantial and growing unmet demand for marina berths and accommodating a shipyard and marine industry precinct underpinning the MIBA and strengthening SEQ's pre-eminent role in marine related construction and export;
- Utilising innovative best practice Water Sensitive Urban Design and stormwater management processes polishing stormwater from internal and external catchments aimed at improving water quality in the Caboolture River;
- Use of reticulated 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;
- Facilitating the creation of a strengthened public transport system linking the development with Caboolture and Morayfield, increasing the vitality of all three areas, whilst strengthening Caboolture/Morayfield's role as a Principal Activity Centre under the SEQRP;
- Use of Community Title 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 fund maintenance costs in perpetuity; and
- Creating a vibrant social heart for Burpengary and a regional social and recreational destination

A Northeast Business Park Area Plan has been created, providing detailed land use intents and controls specifically tailored to the site to facilitate achievement of the development vision. The Area Plan has embedded sustainability principles into the statutory controls, supplemented by detailed design guidelines implemented by the Body Corporate via a Design Review Committee.

Extensive consultation and stakeholder engagement has occurred to inform the community with regard to the design and approval process to date, with further engagement to occur through the formal EIS consultation period. Community feedback to date has been overwhelmingly supportive. The proponents are committed to working in partnership with all layers of Government and other stakeholders 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.

1.1 NEBP VISION DOCUMENT

A vision document has been prepared to provide an overview of the development intent and to capture the essence of the planning rationale and design intent for the development.

Whilst the Vision document is a stand alone document, provides a graphic version of the Executive Summary. The Vision document is complemented by an audio-visual presentation contained on a CD which accompanies the EIS.

2.0 INTRODUCTION

The NEBP Planning Report is prepared as a component of the EIS required for assessment of the project by the Queensland Office of Co-ordinator General of the NEBP proposal, under the requirements of the SDPWOA (1971).

2.1 WHAT IS NORTHEAST BUSINESS PARK?

Northeast Business Park is an integrated masterplanned development changing the face and advancing the identity, ecological health and prosperity of Caboolture and the SEQ region.

The key features of the 769 hectare development are:

- Mixed Industry and Business Area (MIBA), incorporating clusters of quality industry and businesses providing local and regional employment, accommodating a range of business activities, industries and training opportunities. A principal feature of the MIBA Precincts is a designated cluster of marine industry activities;
- World class 900 berth Marina with an associated Shipyard providing dry boat storage and a cluster of maritime businesses with close connections to the marine industry cluster;
- A Marina Precinct including a vibrant and active Marina Village of cafés and restaurants, public promenades and a mix of villas and apartments;
- Hotel and Conference facilities;
- 420 hectares of open space, heritage park, playing fields, walking and cycling tracks and a championship golf course and clubhouse;
- Residential housing areas incorporating a range of housing sizes and products;
- Community facilities, nodes and business incubation; and
- Ability to accommodate retirement living and a primary school.

2.2 SCOPE OF REPORT

This report comprises Appendix B to the EIS, and is intended to be read as a stand alone document. However, as the EIS covers all aspects of the development in detail, some aspects of development normally discussed in reasonable detail in a Planning report, such as Environmental conditions and approaches, and infrastructure provision are covered only in a summary fashion, in so far as they relate to the 'Planning' aspects of the development. Links are provided to the relevant EIS Chapter or Appendix for further detail.

3.0 SITE DESCRIPTION AND ANALYSIS

The Northeast Business Park is a strategically important site covering 769 hectares at Morayfield. The site is situated on the southern banks of the Caboolture River, with 9km of river frontage.

The site has direct access to the Bruce Highway and is about 4km radially south-east of the Caboolture town centre and about 3km east of Morayfield rail station. The Northeast Business Park site is 45km from the Brisbane CBD and 35 minutes drive from Brisbane Airport.

Presently a largely cleared, ecologically degraded site, the NEBP site provides substantial opportunities for rehabilitation, sustainable development and enhanced community accessibility to the Caboolture River. With the majority of the site being designated for urban purposes, the scale of the site is sufficient to accommodate a wide range of activities, taking advantage of the site's limited physical and visual relationships with existing communities.

3.1 SITE DETAILS AND TENURE

The Northeast Business Park site extends across seven (7) freehold titles, including one (1) freehold lot owned by the State of Queensland. The lots included are illustrated in *Figure 3-1* and listed below in *Table 3-1*, whilst copies of the current Certificates of Title are held in *Appendix A*.

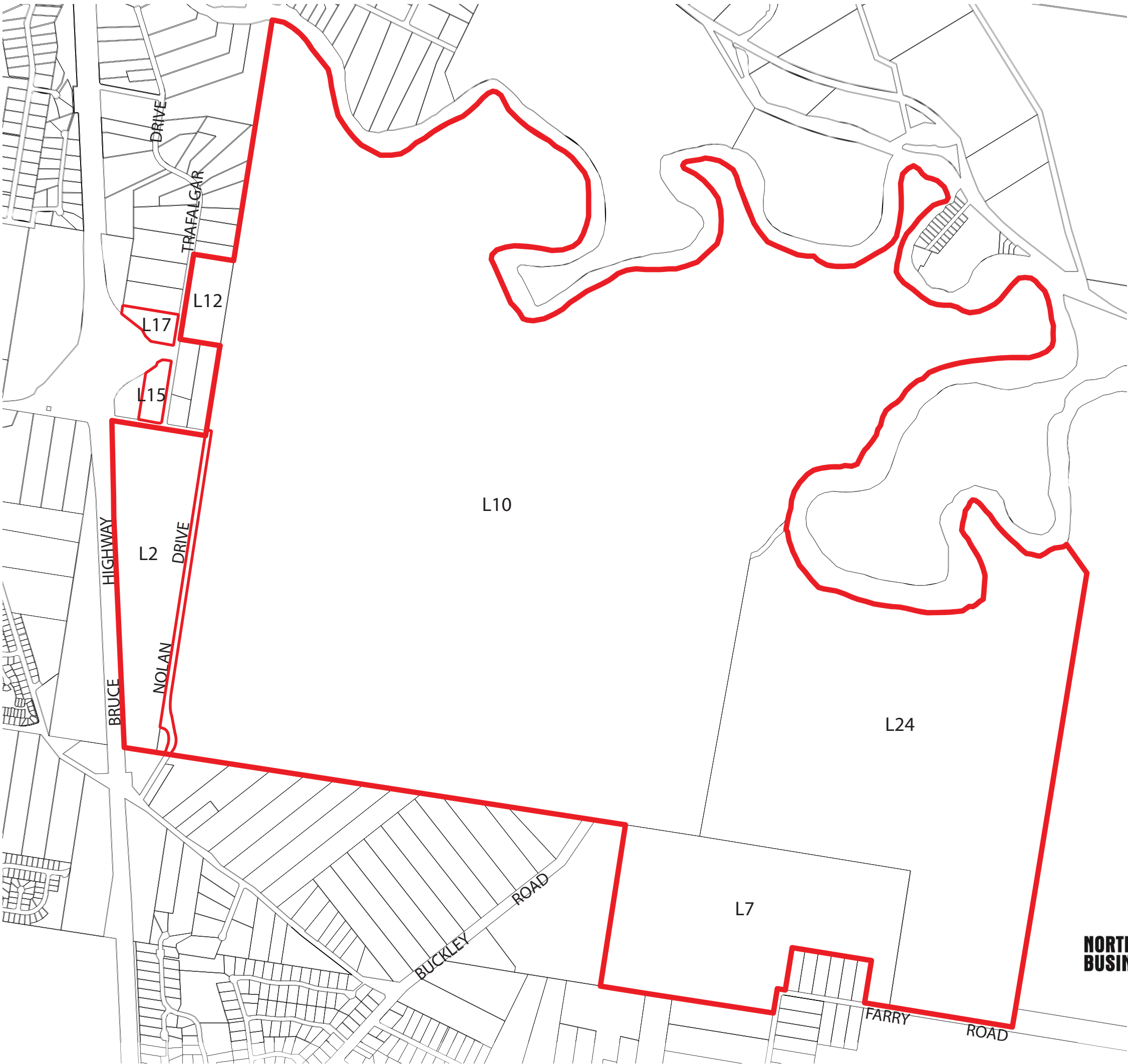
Figure 3-1
Site Cadastral Plan
Refer to PMM Drawing 20430-31

Table 3-1 Summary of Site Details			
RPD	Address	Area (Ha)	Registered Owners
L2 RP902072	2-32 Nolan Drive, Morayfield	28.83	Northeast Business Park Pty Ltd
L7 RP845326	185 Farry Road, Burpengary	55.90	Northeast Business Park Pty Ltd
L10 RP902079	34 Nolan Drive, Morayfield	515.24	Northeast Business Park Pty Ltd
L12 RP145197	60 Trafalgar Drive, Morayfield	4.86	Northeast Business Park Pty Ltd
L15 RP902073	15 Nolan Drive, Morayfield	1.91	Northeast Business Park Pty Ltd
L17 RP902072	31 Trafalgar Drive, Morayfield	1.88	State of Queensland (Department of Main Roads)
L24 SP158298	195-235 Farry Road, Burpengary	160.38	Northeast Business Park Pty Ltd
	Total	769.00	

The surrounding sites to NEBP are predominantly freehold in nature. A small number of parcels located close to the site are held by the State, predominantly as reserves for open space and generally administered by Caboolture Shire. Two lots are held by the State as freehold land adjacent to the Buchanan Road interchange. A plan of the land tenure follows as *Figure 3-2*.

site cadastral plan

L2	RP902072
L7	RP845326
L10	RP902079
L12	RP145197
L15	RP902073
L17	RP902072
L24	SP158298



legend

 Site Boundary

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

ref 20430-31
date september 2007
scale 1:5,000 @ A0, 1:20,000 @ A3

100

50

0

100

200

300

400

500



preliminary for discussion purposes only



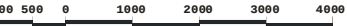
tenure plan

The tenure information illustrated is indicative & is based on analysis of DCDB information & C.S.C Zone Mapping as at September 2007.

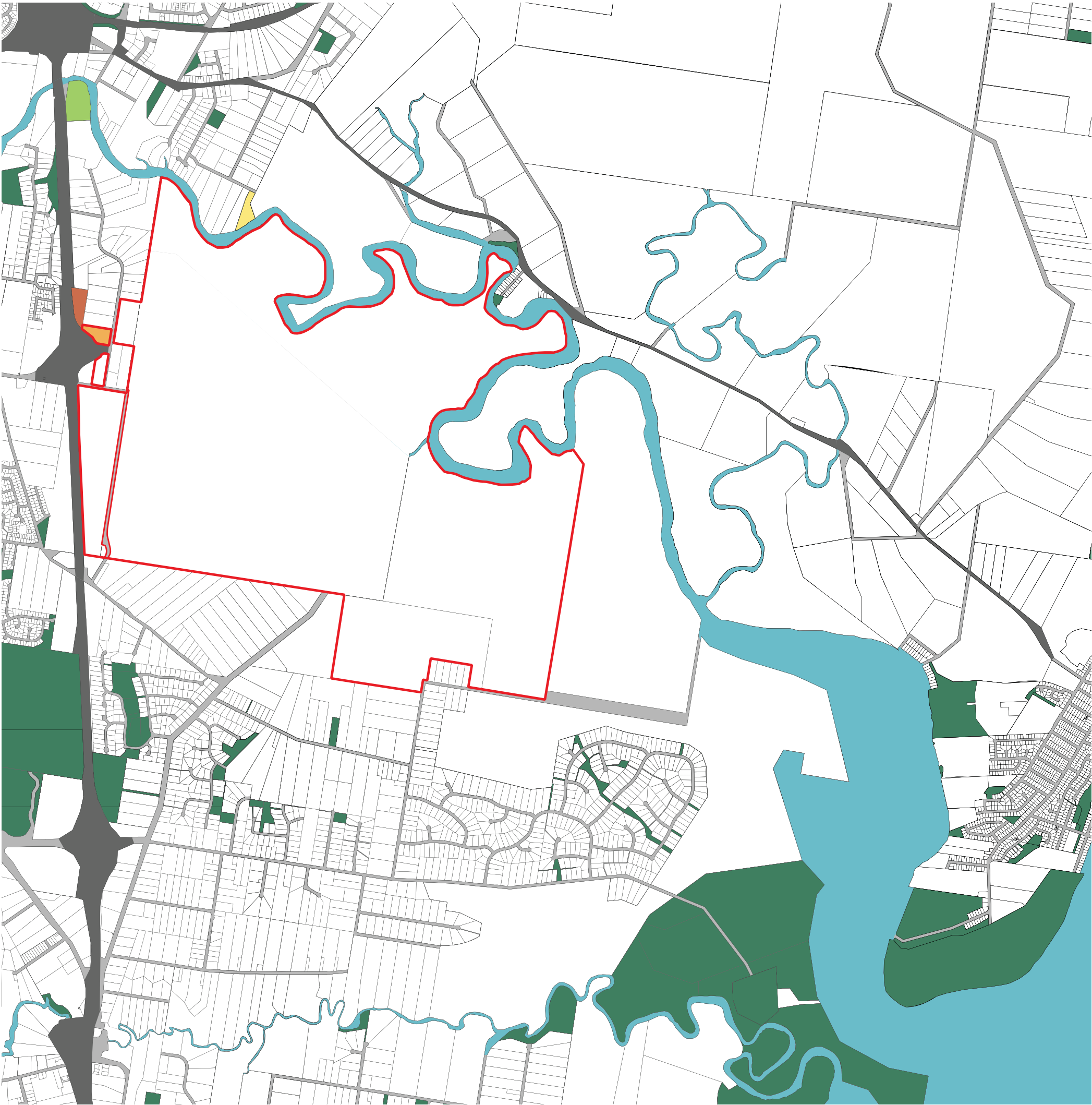
- Legend
- NBP site boundary
 - State controlled roads
 - Council controlled roads
 - Freehold land: private
 - Freehold land: state as owner (Qld Transport)
 - Freehold land: state as owner (Main Roads)
 - Freehold land: council as owner
 - State land: reserve for wharf (Qld Transport)
 - State land: reserves for park and other purposes (Council managed)
 - State land: water

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

ref 20430-35
date september 2007
scale 1:40,000 @ A3



File Path: U:\PMM\Projects\20000 Jobs\20430 - Northeast Business park\Final\Master Files



preliminary for discussion purposes only



aerial photograph



Legend

 site boundary

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

ref 20430-25a
date september 2007
scale 1:5,000 @ A0, 1:20,000 @ A3

100 50 0 100 200 300 400 500

File Path:U:\PMM\Projects\20000 Jobs\20430 - Northeast Business park\Final\Master Files



preliminary for discussion purposes only



NORTHEAST
BUSINESS PARK



Figure 3-2
Tenure Plan

Refer to PMM Drawing 20430-35

3.2 SITE CHARACTERISTICS

As can be seen in the Aerial Photo, *Figure 3-3*, the NEBP site is largely cleared and substantially degraded, having been extensively used for various farming activities for generations, and as a pine plantation since the 1950's. The site was last harvested in the mid 1990's. The site is vacant except for a small cluster of buildings and outbuildings contained on Lot 10, previously used as part of the intensive forestry operations.

Figure 3-3
Aerial Photo

Refer to PMM Drawing 20430-25a

The site itself is relatively flat with broad, gentle undulations along the higher areas which form the core of the development areas. These areas gently slope down to large areas of relatively flat land, generally subject to flooding in a Q100 event.

Services infrastructure is limited in the vicinity of the development, however its limited existence does not form a constraint to development. Additionally, isolated areas of Lot 10 have been listed on the EMR/CLR due to former farming practices, though this classification will not pose any constraints with regard to the proposed development. The other lots are not listed on the EMR/CLR. A copy of the EMR/CLR searches is held in *Appendix A*.

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 northern end of Buckley Road. The Bruce Highway forms the western boundary of Lot 2.

3.2.1 Ecological Context

Despite the extensive agricultural use, clearing and grazing the site still contains some sensitive features. In summary, the limited areas of remnant or significant vegetation remaining on site are:

- A small area of 'of concern' Paperbark forest in the southwest corner which will be retained within the proposed development;
- A patch of woodland along the Bruce Highway frontage for which a compensatory habitat contribution of 2.5:1 is proposed to allow clearing;
- A significant area of Paperbark forest along the eastern Raff Creek tributary extending well into the site from the southern boundary near Farry Road;
- A large area of Swamp Oak and Marine Couch communities flanking Mangrove lined waterways at the bottom end of Raff Creek and extending in limited patches along the eastern reaches of the Caboolture River;
- Narrow bands of riparian vegetation including mangroves, swamp oak; and river oak along the banks of the Caboolture River;

- Scattered, small and isolated patches of trees, woodland and forest trees; and
- The extensive grove of native pines and exotic plantings at the old homestead site.

Moreover the site exists in an environmentally sensitive area, particularly the wetland areas downstream and to the east of the site. Notable areas afforded particular levels of environmental protection include:

- The Deception Bay Declared Fish Habitat area, which extends along the entire length of the northern boundary, within the bounds of the Caboolture River. This area is protected by the Fisheries Act 1995 due to the estuarine habitats that support commercial and recreational fisheries in close proximity to developing communities.;
- The Habitat Protection Zone of the Moreton Bay Marine Park which is located within the Caboolture River and begins just east of the north eastern boundary of the site then extends eastward along the Caboolture River. This area is protected by the Marine Parks Act 2004 in order to:;
- conserve significant habitats, cultural heritage and amenity values of the marine park;
- maintain the productivity and diversity of the ecological communities that occur within the marine park; and
- provide for reasonable public use and enjoyment of the zone consistent with the conservation of the marine park.;
- The Moreton Bay RAMSAR wetlands which extend within the river to the middle of the site's frontage to the river. The Moreton Bay wetlands are protected pursuant to RAMSAR international conventions;
- Whilst not specifically mapped, the wetland areas provide habitat for migratory bird species protected by the Japan Australia Migratory Bird Agreement (JAMBA) and China Australia Migratory Bird Agreement (CAMBA) and the appendices to the Bonn convention; and
- South East Queensland Wader Bird Sites are mapped approximately 500m to the east of the site.

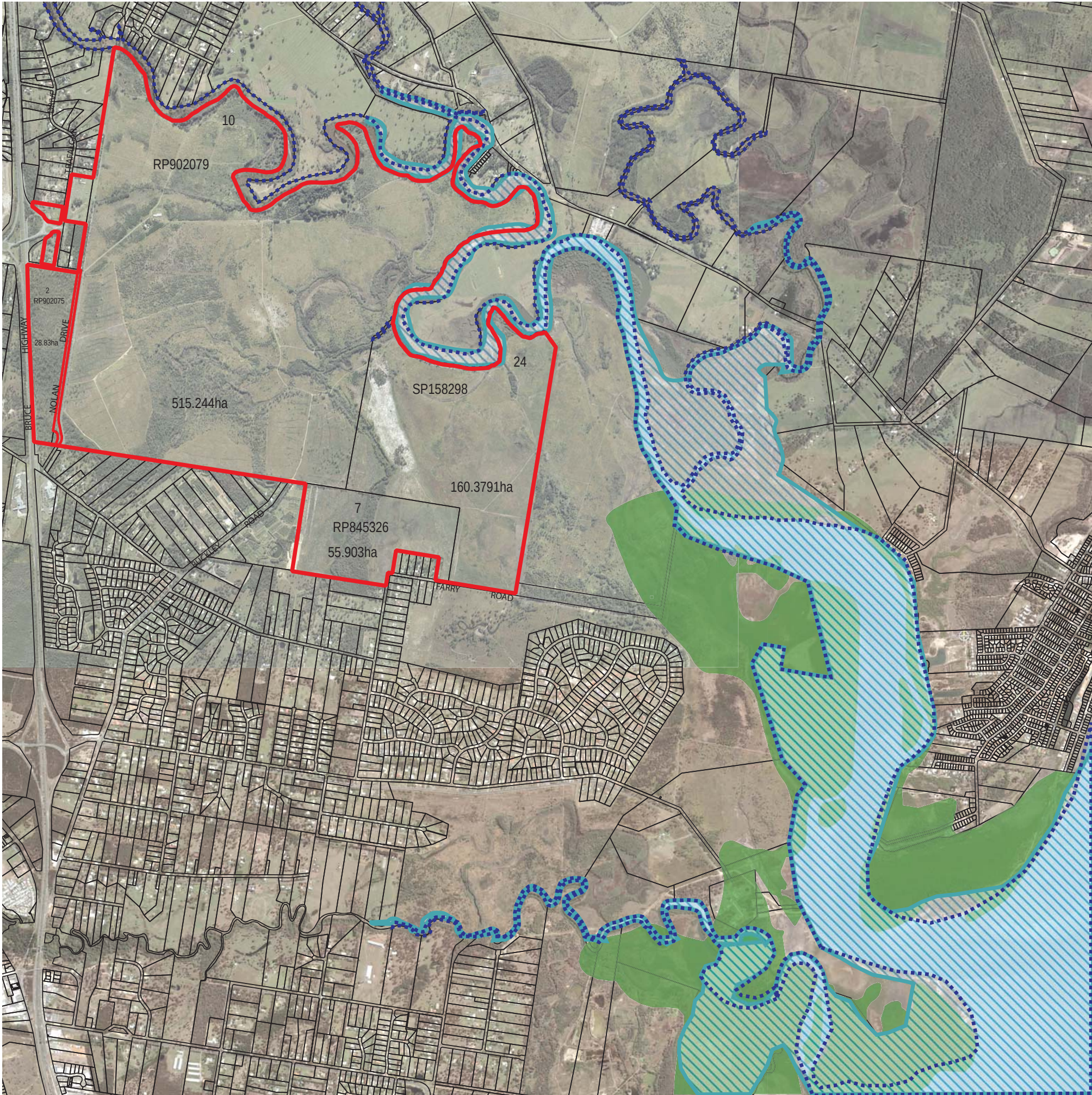
The major marine designations are shown on *Figure 3-4*.

Figure 3-4
Major Marine Designations
Refer to PMM Drawing 20430-05b

major marine designations



preliminary for discussion purposes only



legend

- Site Boundary
- Fish Habitat Areas
Category A
(Source: DPI)
- Ramsar Wetlands
(Source: DEH)
- Wader Bird Sites S.E.Q.
(Source: DPI)
- Moreton Bay Marine Park Boundary
(Source: QLD Government)

Notes:
1. Coastal management district & erosion prone area are not mapped in the locality, however are defined as 40m landward of mean high water spring tide or highest astronomical tide, whichever is greater.
2. Refer also to Maps 6, 7 & 8 of Draft SEQ Regional Coastal Plan - Significant coastal wetlands to east of site of Deception Bay

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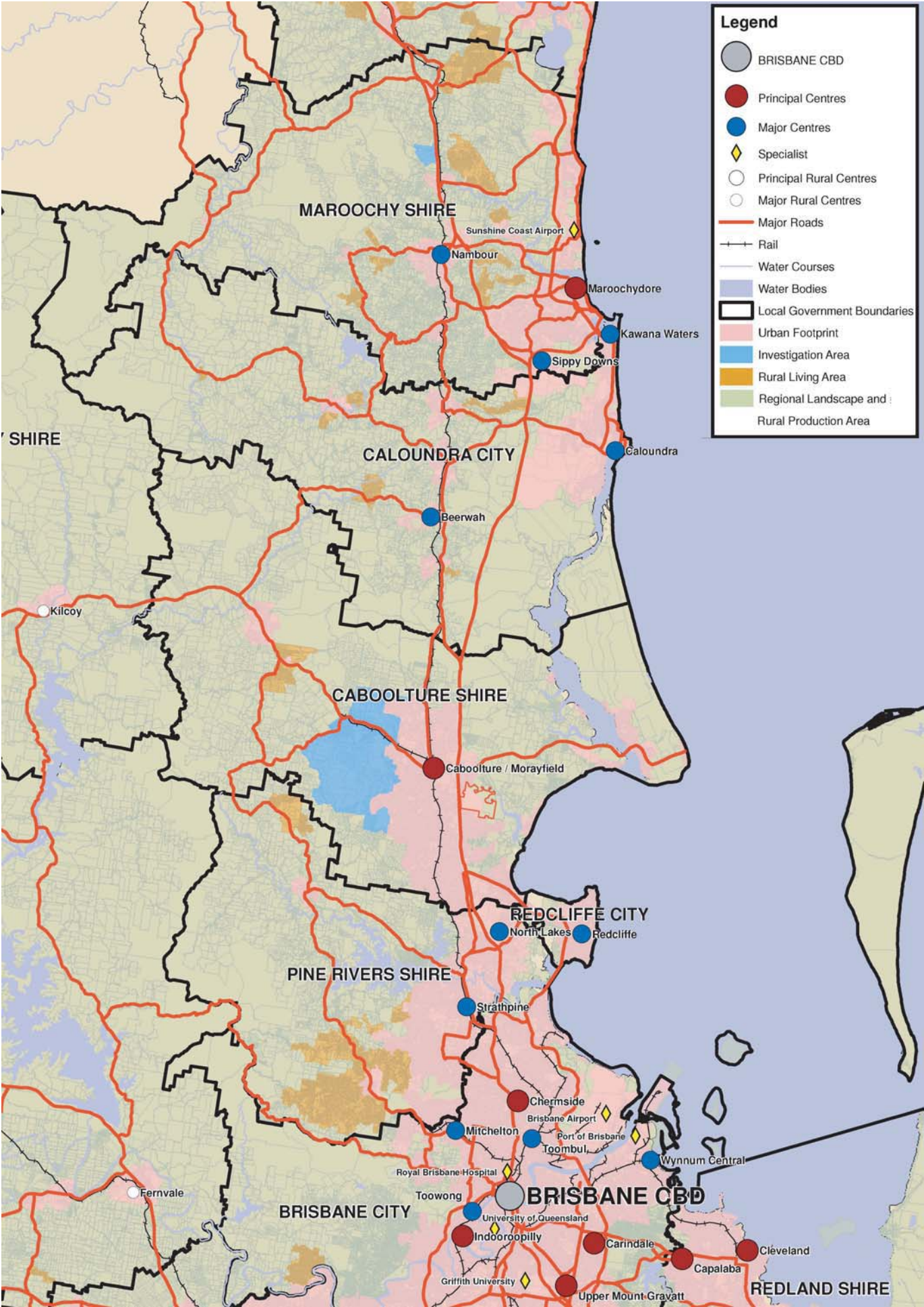
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SEQ regional plan



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ref 20430-46
date october 2007
scale NTS



3.3 SITE LOCATION AND RELATIONSHIPS

3.3.1 Regional Context and Role

Caboolture / Morayfield is one of only two Principal Activity Centres (PAC) in the northern part of Brisbane, and situated in the heart of the northern growth corridor of SEQ, as seen in *Figure 3-5*. Northeast Business Park is situated in close proximity to Caboolture and Morayfield, whilst being only 35 minutes drive from Brisbane Airport.

Figure 3-5
Regional Location Plan

Refer to PMM Drawing 20430-46

Caboolture's role in the northern growth corridor is set to strengthen with continued population growth, currently growing at around 3.5% per annum. Historic population growth in the Shire is shown in *Table 3-2*. The SEQRP predicts a population increase of 33,000 people by 2016 (26.5%) and 56,000 people by 2026 (45%).

Table 3-2 Caboolture Shire –Population Growth			
Year	Population	Average Annual Growth Over 5 years	
		Number	Rate
<i>Historic</i>			
1971	12207		
1976	20060	1571	12.9%
1981	32380	2464	12.3%
1986	48731	3270	10.1%
1991	70093	4272	8.8%
1996	100757	6133	8.7%
2001	114338	2716	2.7%
2006	135062	4145	3.6%
<i>Predicted</i>			
2011	154538	3895	2.9%
2016	174852	4063	2.6%
2021	194766	3983	2.3%
2026	210231	3093	1.6%

Source: ABS, CSC and PIFU

3.3.1.1 A Catalyst for Change

Much of the historic growth in the Caboolture region has been characterised by low density residential development, consuming significant areas of land, whilst hampering the ability to create concentrations of social services. As the northern fringe of Brisbane, much of the residential development was seen

as serving a 'dormitory' function to Brisbane, with a majority of employed residents attaining employment outside of the Shire.

Continued population growth in SEQ has now seen increased development activity and interest occurring in the northern growth corridor. The SEQRP has prohibited further Rural Residential development, and designated Caboolture / Morayfield as the Principal Activity Centre for the region. Each region is intended to retain and/or develop its own distinctive character, contain employment, commercial, retail and social facilities within reasonable proximity and be separated from other regions by greenspace.

Northeast Business Park is expected to help 'breathe life' into the Caboolture Region – connecting the region to its River and Moreton Bay, generating local employment and economic prosperity, and creating a regional social and recreational destination.

The MIBA precinct along with the Marina and associated Marine Industries development are intended to be notable and competitive for local, regional, national and international businesses. Along with the population growth already expected in the region, the growing sophistication of the development industry, and the policies of the SEQRP, Northeast Business Park is intended to be a key catalyst for the strengthening of the Caboolture region as a vibrant regional destination.

Caboolture's strengthened regional role is an important component of the framework envisaged by the SEQRP, and it is considered that the employment and economic benefits associated with the development will help to continue to strengthen the robustness and health of Queensland's economy, whilst adding a notable attribute to Queensland's liveability.

3.3.2 Local Context

3.3.2.1 NEBP Relationship with Caboolture and Morayfield

Northeast Business Park is designed to provide a complementary relationship with Caboolture and Morayfield, supporting and strengthening Caboolture/Morayfield's role as the Principal Activity Centre for the region.

The site's close proximity to Caboolture and Morayfield (shown in *Figure 3-6*) place it in an ideal position to be supportive of the Principal Activity Centre, as the physical and economic activity it generates will help translate to increased physical and economic activity in all centres. This activity and connectivity will be positively influenced by the provision of public transport between Northeast Business Park and Caboolture / Morayfield.

Figure 3-6
Local Context

Refer to PMM Drawing 20430-04

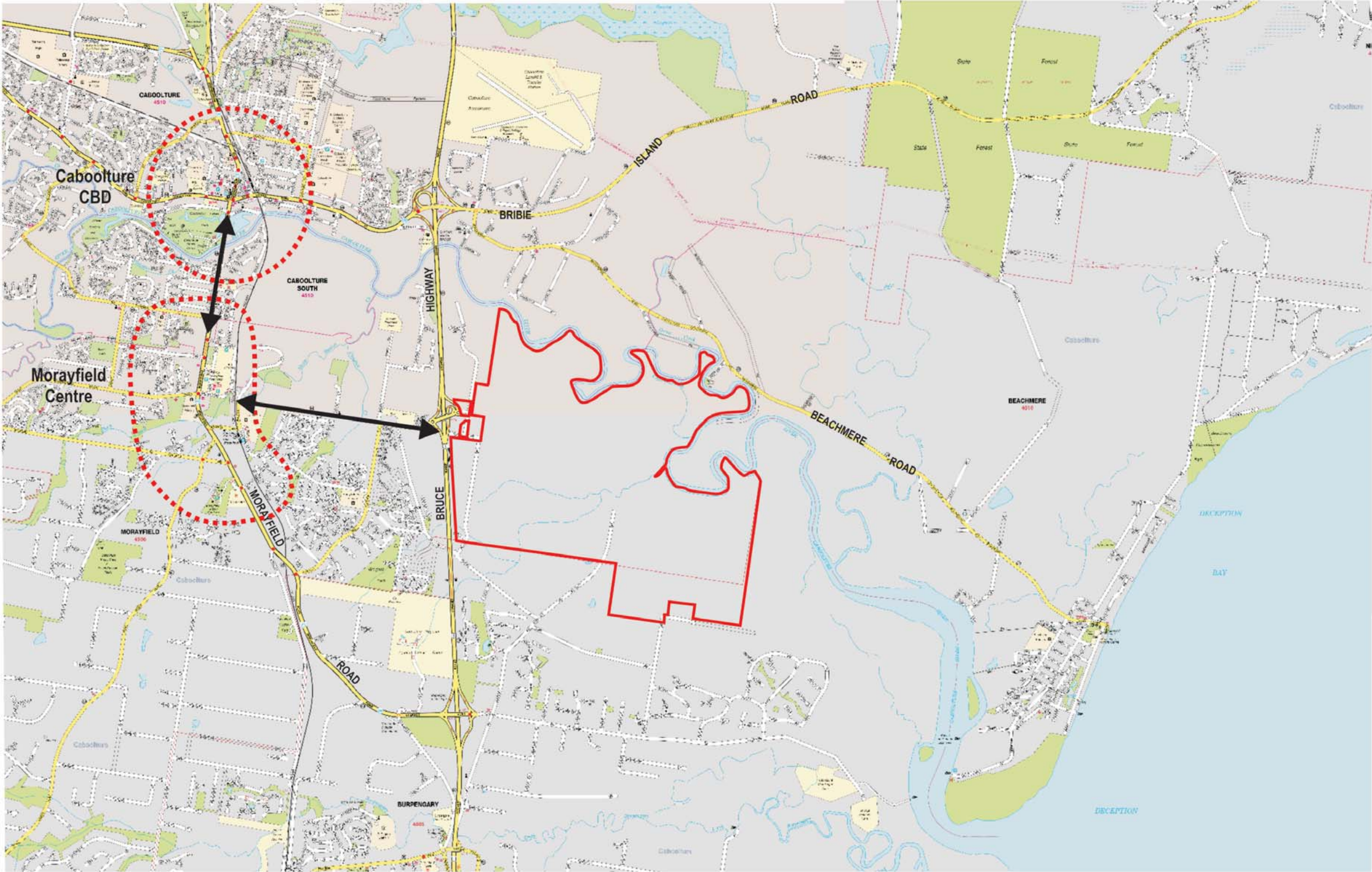
3.3.2.2 Local Role - Relationship to Burpengary

The precinct of Burpengary east of the Bruce Highway, south of the Caboolture River, is characterised by rural residential development with limited retail and largely lacking community services, surrounded by large rural landholdings. The community is separated from the Caboolture River by the Northeast Business Park site.

Locality plan



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Public Transport Link

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ref 20430-04
date october 2007
scale NTS



zoning plan

Caboolture Shire Plan 2005
(Retrieved from C.S.C website
September 2007).



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legend

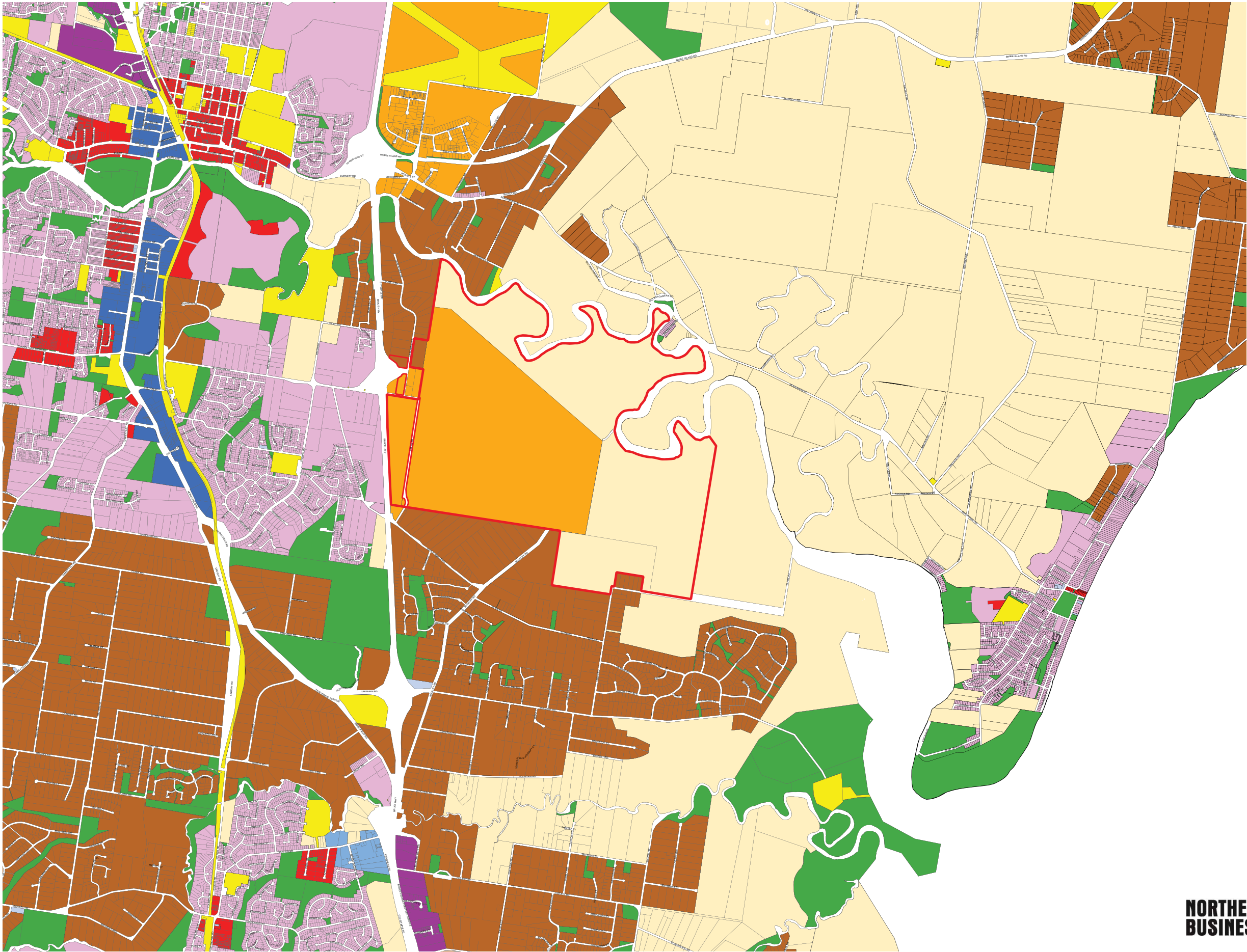
- Site boundary
- District centre
- District industry
- Local centre
- Local industry
- Metropolitan centre
- Open space
- Regional industry
- Residential A
- Residential B
- Rural
- Rural residential
- Special use

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date september 2007
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The development of Northeast Business Park provides a clear opportunity to provide a social and recreational 'heart' to the 'Burpengary East' precinct – as it's major north south road, Buckley Road, leads directly into the residential and marina precinct. Northeast Business Park is designed to have sufficient residents and commercial activity to provide critical mass to support community facilities and recreational opportunities that are presently not available in Burpengary East, and would not be possible to support locally without the development of North East Business Park.

West of the Bruce Highway, Burpengary functions as a mid level centre, and has significant areas of suburban development which supports a series of shopping centres, education, community and recreation facilities.

Retail and community facilities within NEBP are to be sized to service the catchment east of the Highway, benefiting that precinct, whilst not disturbing the local hierarchy by overprovision, or overloading community services in Burpengary West and Morayfield by under-provision.

Development immediately to the south of the subject site consists of Rural Residential zoned land on lots around 5Ha in size. Development to the southeast consists of Rural Residential lots, generally either 3,000m² or 8,000m² in area. The present zoning of the site and surrounding areas under the *Caboolture Shire Plan 2005* is shown as *Figure 3-7*.

Figure 3-7
Zoning Plan

Refer to PMM Drawing 20430-34

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

Refer to the following EIS Technical Reports for more detail:

- *EIS Appendix L1* – Terrestrial Ecology Assessment Report – Cardno Environment.
- *EIS Appendix L3* – Marine Ecology – Aquatic Ecology Assessment Report
- *EIS Appendix P* – Landscape Masterplan – Place Environmental.
- *EIS Appendix T2* – Cultural Heritage Management Plan – Davies Heritage Consultants & Gubbi Gubbi.

4.0 PLANNING AND DEVELOPMENT FRAMEWORK

4.1 DEVELOPMENT INTENT

The overall intent of the Northeast Business Park project is the establishment of a landmark masterplanned integrated business, industry, marine, residential and recreation community providing a benchmark for integrated business and living environments for the region.

4.1.1 Key Principles

Key Principles informing the development approach include:

- **Net Benefit Approach** - Environmentally, Socially, Economically;
- **Partnerships**: Work with key stakeholders to achieve mutual benefits. Costs and benefits to be shared;
- **Stakeholder Engagement**: Key stakeholders to be aware of, understand; and positively engage with the proposal;
- **Industrial Ecology**: Clustering of uses to achieve synergies of resource use and knowledge exchange;
- **Leverage**: The effects and benefits of the proposal to catalyse far reaching beneficial change; and
- **Flexibility**: Development framework to be sufficiently flexible to respond to changes to best practice and market conditions over time.

4.1.2 Key Development Objectives

Key Development objectives are:

- To become a Sustainability Exemplar;
- For the Regional Business Park to provide a substantial foundation for significant strengthening of the regional economy;
- The provision of a world class marina facility, providing an important link in the regional marine industry network;
- To manage impacts of escalating recreational boating in Moreton Bay and Pumicestone Passage.
- To ensure integration of key land uses to provide a balanced, masterplanned community;
- To improve water quality of the Caboolture River;
- Facilitate the effective use of a strategically significant property;

- To rehabilitate a significantly degraded site to provide key connections in the wider ecological network potentially stimulating rehabilitation opportunities beyond the site;
- To aid the protection and extension of habitat areas associated with the declared Fish Habitat Area;
- To introduce the provision of high amenity working and living environment including quality urban design standards for built form and landscaping;
- The clustering of complementary uses to increase vitality using industrial ecology principles;
- To support Caboolture / Morayfield's strengthening role as the region's Principal Activity Centre;
- To facilitate an enhanced public transport network in the region;
- To provide a valuable and unique addition to the social and recreational fabric of the region, providing a heart for Burpengary and a regional destination;
- To provide public access to the Caboolture River and regional open space areas;
- For the provision of an array of housing choices to meet the needs of the community;
- For the provision of a long term management structure, including areas of Community Title, to guide and integrate development and maintain community and ecological assets; and
- To further protection and communication of the site's indigenous and cultural heritage.

4.1.3 Development Synergies

The design of Northeast Business Park has been based on an integrated approach intended to take advantage of the strategic nature of the site, the needs of the community, the imperatives of the environment and the skills, resources and vision of the proponents.

The key to realisation of development synergies lies in the co-location and integration of the range of complementary land uses. Each aspect of the development supports and reinforces the functioning of the others and / or the locality and the region. Removal of any significant component has detrimental flow on effects throughout the development and the region.

The integration of working, living and recreation environments is integral to the creation of a masterplanned community which benefits Caboolture and the SEQ region.

4.1.4 Sustainability – A Net Benefit approach

The central philosophy of design and development intent of Northeast Business Park has been to create net benefits across social, environmental and economic sectors. Net benefit can be seen as a practical way of breaking down 'sustainability' into its components, to assess whether or not the community, the ecology or the economy is benefiting in each respect.

4.2 PROPOSED TENURE AND TITLE ARRANGEMENTS

The development intents for the NEBP include the creation of a long term management structure to guide and integrate development and maintain community and ecological assets, whilst imposing a minimal burden on State and Local Governments with respect to the maintenance of internal infrastructure and open space.

It is proposed that the Northeast Business Park will adopt a range of tenures and titling structures most appropriate to achieving these aims. The three main precincts include:

- Community Title Schemes;
- Freehold lots; and
- Public Land

The proponent has sought preliminary legal advice from Herd Law and community management advice from Body Corporate Services and PMM to conceive a titling structure which will best meet the long term needs of the development, and part of that advice is summarised in this section. Whilst detailed aspects of the advice may change, the advice indicates the intent of the titling structure. The advice is provided in full included as *Appendix B*.

It is noted that there are numerous titling and tenure options available with respect to the development and that on-going tenure and management considerations may result in variations to the structures which are currently anticipated. The current intention is for the NEBP Area to have the tenure and title arrangements as shown below in *Table 4-2*.

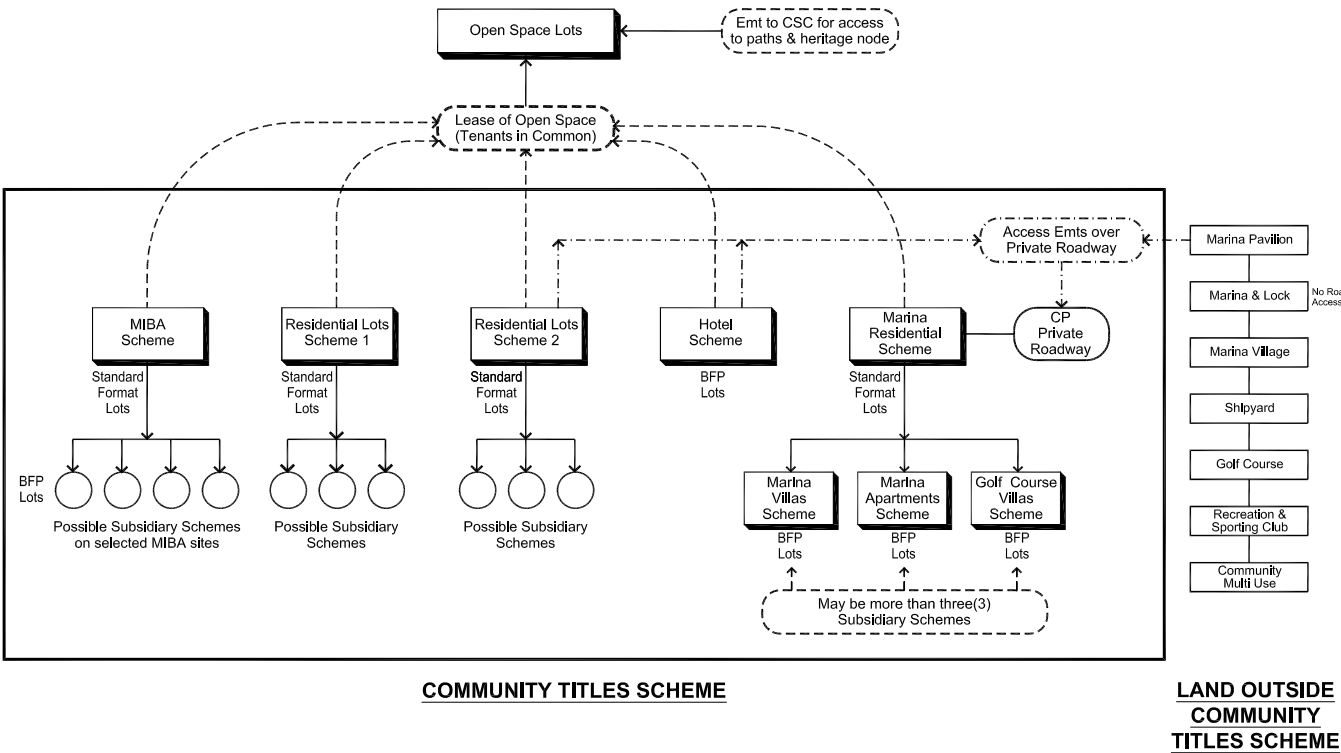
Table 4-1 Proposed Land Tenure and Title Arrangements		
"Standard Title" Land	Community Titles Schemes Land	Public Land
Marina Pavilion Marina & Lock Recreation and Sporting Club Marina Village Golf Course Shipyards Open Space School Community Multi Use area	MIBA Scheme Marina Residential Scheme Residential Scheme 1 Residential Scheme 2 Hotel Scheme	Nolan Drive Main Boulevard Buckley Road extension Parkland off Nolan Drive

Whilst the details of this structure will be implemented progressively with the development, an indicative framework is shown as *Figure 4-1*.

Figure 4-1
Proposed Title Arrangements
Refer to PMM Drawing 20430-27

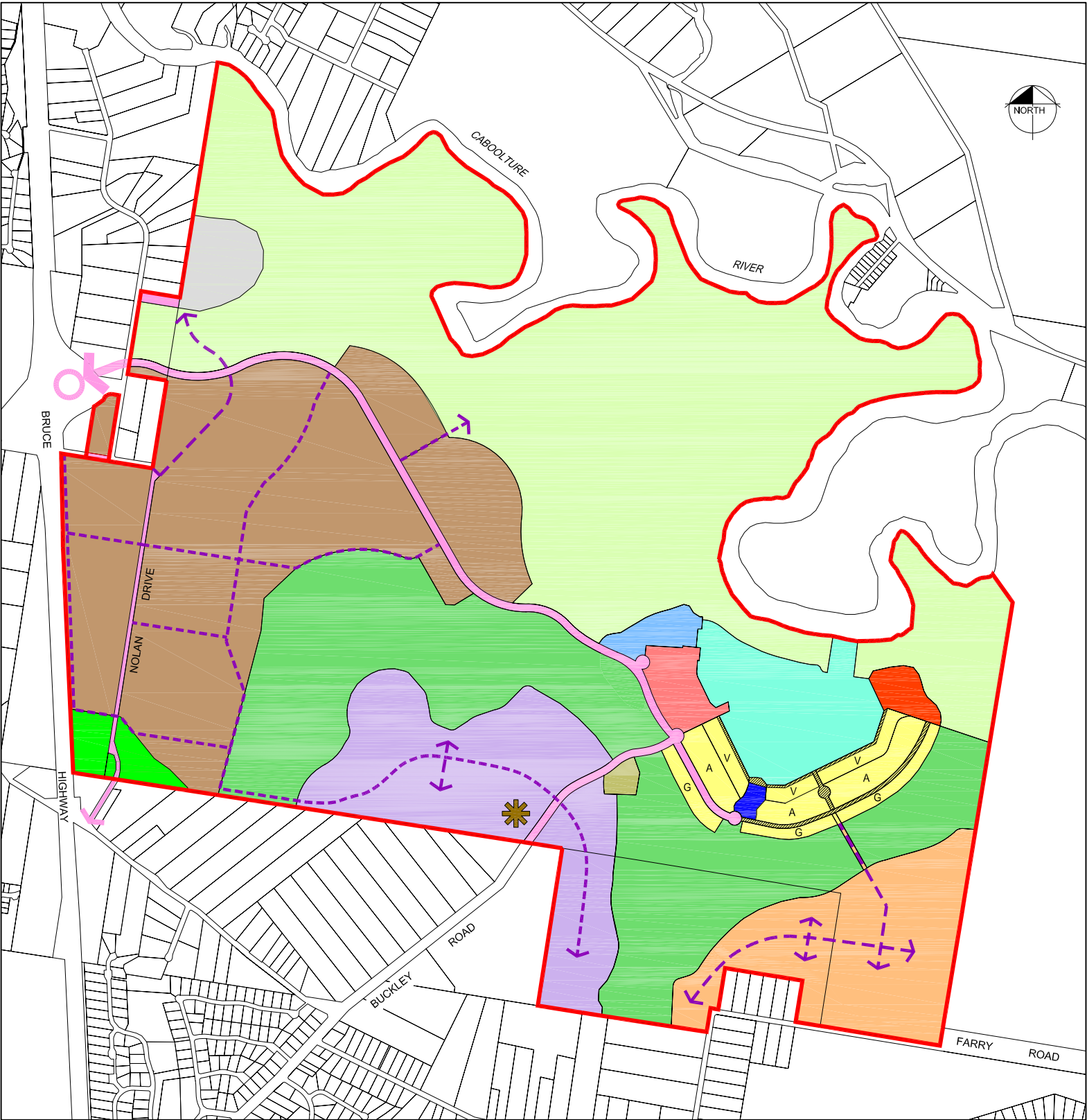
Notes

- Northeast Business Park contains numerous precincts, some of which will be Community Titles Schemes.
- Some lots in the Northeast Business Park development will not be included in the scheme land for any Community Titles Scheme.
- The Common Property for the Marina Residential Scheme includes a Private Roadway. An access easement over part of this Private Roadway will be granted to the :
 - Hotel Scheme
 - Residential Lots Scheme 2
 - Marina Pavilion Lot
- Open Space adjacent to the Caboolture River will be held in a lot not in the scheme land for any body corporate. This Open Space will be Leased to the following as Tenants in Common :
 - MIBA Scheme
 - Marina Residential Scheme
 - Residential Lots Scheme 1
 - Residential Lots Scheme 2
 - Hotel Scheme
- The Lessee will be responsible for maintenance. Public access to paths, trails and the heritage node will be secured by a Public Thoroughfare Easement over part of the Open Space Lot.



Community Title	Excluded Freehold	Public Land
MIBA Scheme	Marina Pavilion	Public Road
Marina Residential Scheme	Marina & Lock	Public Park
Marina Villas	Recreation & Sporting Club	
Marina Apartments	Community Multi Use	
Marina Golf Course	Marina Village	
Common Property	Golf Course	
Residential Lots - Scheme 1	Shipyard	
Residential Lots - Scheme 2	Open Space	
Hotel Scheme	School	

LEGEND



Note: Layout and configuration of Schemes & Lots is Indicative only and subject to approvals.

4.2.1 Community Title Framework

Most of the development areas of the site are intended to be managed under a series of Community Titles Schemes under the Body Corporate Community Management Act 1997 (BCCM). Community Title provides a legal structure allowing for stakeholders in the development to provide detailed local control and management measures tailored to the needs of the development. Such a structure allows for long term control and management of community and environmental assets, allowing them to be maintained to a standard in keeping with the intent of the development.

The anticipated Community Titles Schemes are as follows:

- (a) MIBA Scheme;
- (b) Marina Residential Scheme;
- (c) Residential Scheme 1;
- (d) Residential Scheme 2; and
- (e) Hotel Scheme.

4.2.1.1 Layered Schemes

The Schemes themselves are not intended to be layered under a single Principal Scheme. The Marina Residential Scheme is intended to be a layered Scheme with at least three separate Schemes, being for the Marina Villas, the Golf Villas and the Marina Apartments. The MIBA Scheme may ultimately be layered if Community Title is adopted for subsequent subdivision of lots or buildings within the MIBA.

4.2.1.2 BCCM Regulations

The Community Title Schemes are regulated by the BCCM Regulation 1997 which includes commercial and accommodation modules which tailor controls to match the nature of the development. In the case of Northeast Business Park, the commercial module will apply to the MIBA Scheme and may apply to part of the Hotel Scheme. The balance of the Schemes will adopt the accommodation modules.

4.2.1.3 Community Management Statements

In addition to the BCCM Act and the relevant module, the schemes will be regulated by their Community Management Statements ("CMS"). The CMS will contain By-laws for regulating conduct of occupiers of the scheme. By-laws can be created to regulate many detailed choices in relation to conduct within Scheme land including matters such as:

- Management of domestic animals;
- Garden waste disposal;
- Management of traffic; and
- Management of behaviour in common areas and prevention of nuisance;

4.2.1.4 Staging and Lot Entitlements

The CMS includes a section called 'Schedule B' which outlines the staging of development within the Scheme and makes provision for alteration of lot entitlements as the scheme is developed. Schedule B will also outline the creation of any further common property (including roadway access) as each Scheme is developed.

4.2.1.5 Developmental Control

Importantly, The CMS in a community title structure allows for adoption of development control By-laws which allow for implementation of detailed design measures. Design Guidelines containing detailed measures such as architectural style and forms, landscaping, signage, colours, materials and sustainability measures are able to be adopted in the By laws and implemented by a Design Review Committee. Such an approach helps to positively the standard and the 'look and feel' of the development. Approval from the Design Review Committee will be required prior to and in addition to Council Development Approvals. Such development control By-laws can be enforced under the BCCM Act in the event of any dispute.

4.2.1.6 Open Space Tenure

The riverfront open space is intended to be owned by an entity associated with the proponent. Each of the Bodies Corporate of the five Community Titles Schemes are intended to be lessees of the precinct as tenants in common, with ownership proportionate to the benefit derived. Accordingly, each Body Corporate will have a financial obligation to contribute to the upkeep of the precinct.

4.2.1.7 Public Access

A clear intent for the development is to provide public access to substantial areas of open space, particularly within the riverfront open space areas. Legal means of public access is intended to be provided by dedication of an Easement in Gross in favour of Council, providing access to the walking and cycling path network and all other appropriate parts of the riverfront open space areas, where consistent with environmental conservation and rehabilitation objectives.

4.2.1.8 Open Space Maintenance

One of the key features of the Community Title Structure is the ability to provide a legal structure allowing the funding of maintenance for common areas, and the development is designed such that the cost of maintenance is able to be sufficiently amortised to ensure affordability.

A key consideration associated with the facilitation of public access to open space is to ensure that public liability insurance is in place. Whilst the details of the conditions associated with granting of the Easement in Gross are yet to be agreed with Council, it is considered appropriate that Council assume responsibility for public liability, provided publicly accessible areas and facilities meet public safety standards. This is the only formal Council or public responsibility required in order for public access and benefit to be attained.

It is noted that the riverfront open space areas, pathway network, heritage precinct and playing fields and environmental precincts are envisaged as a major public social, environmental and recreational asset. Accordingly, Council or other public or private bodies may consider opportunities to improve further the recreation and / or environmental rehabilitation values of the open space areas to meet

mutual objectives. Accordingly, scope exists for contributions to be made towards the open space areas by agreement.

4.2.1.9 Golf Course

The Golf Course open space will be privately owned and managed. Access to the Golf Course is provided to members or guests in accordance with the rules to be adopted by the golf club, noting that the walking and cycling path network will need to traverse the golf course open space in appropriate locations. Maintenance of the golf course will be the responsibility of the golf club. Other Bodies Corporate may become 'corporate' members of the golf club in order to provide access to the golf course and / or the community facilities envisaged to co locate in the clubhouse. The hotel, in particular would be likely to form a mutually beneficial arrangement with the Golf Club.

4.2.1.10 Nolan Drive Open Space.

An area of land in the South western corner of the site either side of Nolan Drive is proposed to be dedicated as public open space. This land contains a watercourse and is generally well vegetated with vegetation on the western side listed as endangered under the VMA. This section of land does require some significant weed management however it does not otherwise require extensive rehabilitation and is accordingly seen as being suitable for a reserve.

4.2.1.11 Environmental Protection

The open space precincts contain some sensitive environmental areas, as well as a majority of land which is cleared and heavily degraded. Implicit in the Northeast Business Park proposal is an extensive rehabilitation program.

Rehabilitation requirements have been embedded in the NEBP Local Area Plan and in the Open Space Precinct Intents, Overall Outcomes and Specific and Probable Solutions. Such controls will reinforce rehabilitation requirements to be included in Preliminary Approval conditions to ensure that sensitive areas are protected and enhanced.

The golf course design in particular is required to respect sensitive areas, particularly in Coastal Management Districts, and utilise the landscaping works required to dramatically increase the extent of appropriate habitats available and is to be based on leading practice WSUD measures to provide extensive water polishing capacity.

The structured approach adopted to achieve and maintain strongly enhanced environmental attributes within the open space precincts is considered to be an effective means to achieve environmental objectives. An alternative approach of dedication of sensitive areas as some form of reserve is seen as being a less reliable means to achieve such outcomes, given the extent of rehabilitation and maintenance funding required.

4.2.1.12 Playing fields

Land is available for creation of playing fields in and adjacent to the multipurpose community node in the NE corner of the site. This land will also be privately owned with relationships to be formed with suitable sporting clubs and community groups who wish to use the facilities. Access to the public is available via club activities where people are effectively invited as 'guests' to the relevant club.

4.2.1.13 Access

Figure 4-1 and *Table 4-1* indicate where public roads are ultimately envisaged. This includes Nolan road, the main Boulevard, the Buckley Road extension and the extension of the main boulevard east of the Buckley road extension, thereby catering for the potential alignment of the North South Arterial, if ultimately required. This Structure allows public access on public roads to all major development areas, and also provides a corridor along which major infrastructure, such as primary water mains power and telecommunications can run.

Council is responsible for maintenance of all public roadways, with the exception of the possible North South arterial route which would be maintained by the Department of Main Roads if constructed. The proponent would seek to enter an arrangement with Council (and DMR if required) in order to control landscaping on the verges of public roads.

The balance of accessways will be included within Common Property within the Community Titles Schemes, with ownership and maintenance responsibilities resting with the relevant Body Corporate.

Access to Residential Precinct 2 and the Hotel Scheme is proposed by easement over private roadways.

4.2.2 Infrastructure and Maintenance

The proposed ownership of and responsibility for maintenance of infrastructure is shown in *Table 4-2* below.

Table 4-2 Proposed Infrastructure Ownership and Maintenance Arrangements		
Infrastructure	Public / Agency	Private
Roads	Public roads as indicated on Fig 4-1. - Council (and DMR if NS Arterial created)	All other internal roads and pathways
Sewerage	Sewer mains and associated infrastructure beyond the site - Council	Sewer mains and associated infrastructure within the site
Water	Water mains external to the site and main loop running along public roads - Council	Other water mains within the site
Recycled water	Water mains external to the site and main loop running along public roads - Council	Other water mains within the site
Gas	Origin	
Power	Energex	
Telecommunications	Telstra copper network	Optic Fibre network
Stormwater	Culverts and stormwater infrastructure in public road reserves	Other stormwater infrastructure

4.3 THE NORTHEAST BUSINESS PARK AREA PLAN

4.3.1 Format

The NEBP Area Plan has been prepared as the statutory basis to guide and control development in the NEBP Area over the lifespan of the project.

The Area plan is specifically tailored to the NEBP site and comprises a Structure Plan that indicatively designates development precincts. The Area Plan specifies the development intent for each precinct, overall outcomes, preferred land uses, the level of assessment required for future applications, relevant codes and development standards.

The Area Plan applies only to the land illustrated on the Structure Plan. The Area Plan forms *Appendix B*.

4.3.2 Implementation

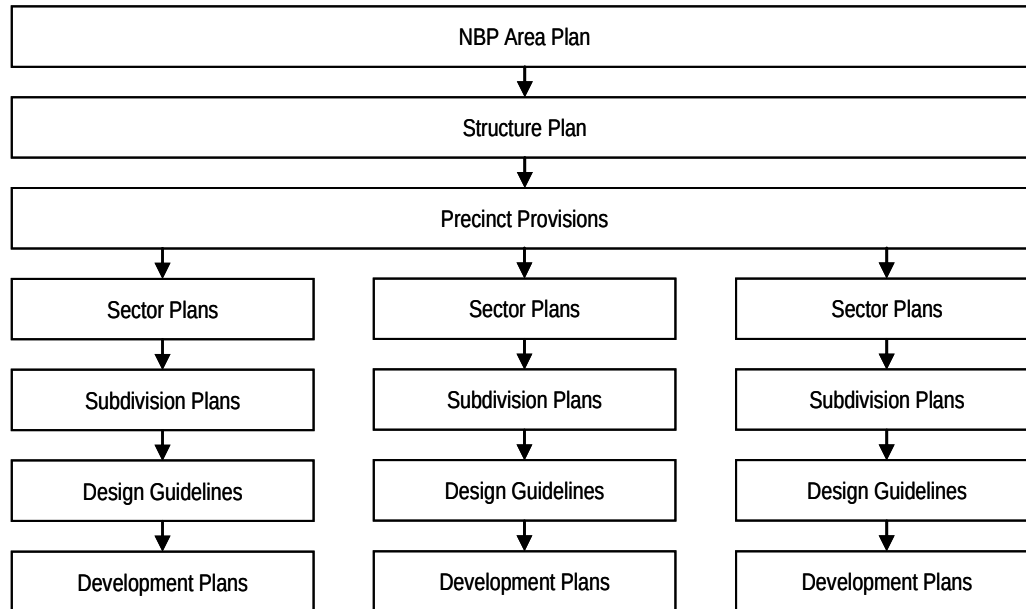
The NEBP Area Plan provides for the detailed design of the Northeast Business Park to be facilitated through a hierarchy of planning tools, shown in *Figure 4-2*. These tools are:

- (a) **NEBP Area Structure Plan**, which provides an indicative framework for the development of the NEBP Area through a preferred pattern of land use and the provision of key infrastructure elements;
- (b) **Precinct Provisions**, provide detailed intents, overall outcomes and code provisions for each precinct, including overall sustainability provisions for the development;
- (c) **Sector Plans**, addressing area specific portions of the Structure Plan, prepared in conjunction with applications for Reconfiguration of a Lot, provide a more detailed planning structure to development, guiding the urban design of key sites, the resolution of site specific issues and achieving the gradual detailing of the Structure Plan. Sector plans may include **Building Envelopes** to provide detailed control for the siting, height and massing of buildings on a lot;
- (d) **Subdivision Plans**, prepared for a Development Application for the Reconfiguration of a Lot, show the detailed design of allotments, traffic thoroughfares and open space areas;
- (e) **Design Guidelines**, prepared relevant to each precinct, provide a finer degree of design control to achieve a high degree of urban design and built form, and provide further detailed guidance regarding best practice sustainable development to supplement the NEBP development code. These guidelines will address detailed aspects of design such as architectural style, orientation, siting, shading, ventilation, colours, materials and landscaping, as well as energy and water efficiency measures.

The Design Guidelines will be implemented by a Design Review Committee under the auspices of the Body Corporate. Approval from the Design Review Committee will be required prior to lodgement of Development Applications for MCU with Council.

- (f) **Development Plans**, which accompany MCU applications for specific uses, and detail the design of buildings, and associated aspects such as landscaping and carparking.

Figure 4-2
Plan Hierarchy



4.4 STRUCTURE PLAN

The precincts shown on the Structure Plan are an indicative representation of the preferred pattern of development, as requested in Part 3 of the EIS.

The Structure Plan operates to indicatively guide overall land use patterns and infrastructure provision. Planning and design for the layout of each Precinct (or part thereof) is given effect through Sector Plans which provide greater land use and design detail, generally in accordance with the Structure Plan. Preparation and approval of these Sector Plans will result in the gradual detailing of the NEBP Area Structure Plan.

Formal modification of the Structure Plan is likely to be infrequent. This is because the location of final forms of development, as shown on subsequent Sector Plans or detailed development plans, will be an expression of the Structure Plan rather than an amendment of it.

Ultimately, it is envisaged that NEBP Area Plan, including the Structure Plan, will be incorporated into the relevant Planning Scheme as either a consequential amendment or in the adoption of a future replacement Planning Scheme.

The Precincts and other elements shown on the Structure Plan Drawing (*Figure 4-3*) are those specified in Table 4-3.

Figure 4-3
NEBP Structure Plan

Refer to PMM Drawing 20430-10G

Table 4-3
Structure Plan Precincts

Precinct	Designation	Precinct	Designation
1 MIBA Precincts		Other Elements	
1(1) MIBA Esplanade	 Mauve	Structure Plan Boundary	 Solid Red Line
1(2) MIBA Core	 Mauve	Precinct Boundary	 Broken Red Line
1(3) MIBA Highway	 Mauve	Community Nodes	 Red Star
1(4) MIBA Marine Industry	 Mauve	Heritage Park	 Brown Symbol
2 Marina Precincts		Sporting Fields	 Green X Diamond
2(1) Marina Basin	 Mid Blue	Education and Training	 Purple Diamond
2(2) Shipyard	 Grey-Blue	Environment Centre	 Green Flower
2(3) Marina Village	 Light Brown	Arterial Road	 Double Black Line
2(4) Marina Residential	 Dark Red	Sub-Arterial Road	 Thick Black Line
2(5) Hotel	 Yellow	Collector	 Thin Black Line
2(6) Marina Pavilion	 Dark Brown	Access	 Dashed Black Line
2(7) Golf Residential	 Orange	Main Street	 Dashed Black Line
3 Residential Precincts		Potential Future Public Transport Route	 Dot and Dashed Black Line
3(1) Residential West	 Pink	Load Limited Threshold	 Black Circle
3(2) Residential East	 Pink		
4 Open Space Precincts			
4(1) Golf Club	 Red Hatching		
4(2) Golf Course	 Mid Green		
4(3) Open Space	 Light Green		
4(4) Community Mixed Use	 Green Cross Hatch		



- LEGEND**
- STRUCTURE PLAN BOUNDARY
 - PRECINCT BOUNDARY
 - 1 MIBA PRECINCTS
 - 1(1) MIBA ESPLANADE
 - 1(2) MIBA CORE
 - 1(3) MIBA HIGHWAY
 - 1(4) MIBA MARINE INDUSTRY
 - 2 MARINA PRECINCTS
 - 2(1) MARINA BASIN
 - 2(2) SHIPYARD
 - 2(3) MARINA VILLAGE
 - 2(4) MARINA RESIDENTIAL
 - 2(5) HOTEL
 - 2(6) MARINA PAVILION
 - 2(7) GOLF RESIDENTIAL
 - 3 RESIDENTIAL PRECINCTS
 - 3(1) RESIDENTIAL WEST
 - 3(2) RESIDENTIAL EAST
 - 4 OPEN SPACE PRECINCTS
 - 4(1) GOLF CLUB
 - 4(2) GOLF COURSE
 - 4(3) OPEN SPACE
 - 4(4) COMMUNITY MULTI USE
 - COMMUNITY NODE
 - HERITAGE PARK
 - SPORTING FIELDS
 - EDUCATION & TRAINING
 - ENVIRONMENT CENTRE
 - ARTERIAL ROAD
 - SUB ARTERIAL ROAD
 - COLLECTOR ROAD
 - ACCESS ROAD
 - POSSIBLE FUTURE PUBLIC TRANSPORT ROUTE
 - MAIN STREET
 - LOAD LIMITED THRESHOLD

CLIENT
NORTHEAST BUSINESS PARK

PROJECT
NORTHEAST BUSINESS PARK

STRUCTURE PLAN

Level Datum	
Origin	
Date	26 OCT 2007
Surveyed	
Comp By	KCH
DWG Name	20430STRUCTURE
Local Authority	CABOOLTURE SHIRE COUNCIL
Job Reference	20430
Scale	1:5000@A0
Plan Reference	20430-10G

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a conics company

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Note:
Structure Plan is indicative only,
intended to convey major land use
precincts & development features.
Detailed location of all precincts &
features is subject to survey, detailed
design, sector plans & Council
development approvals.

4.5 DEVELOPMENT PRECINCTS

The NEBP Area Plan has been structured with Precinct Intents to capture the essence and key features of the project.

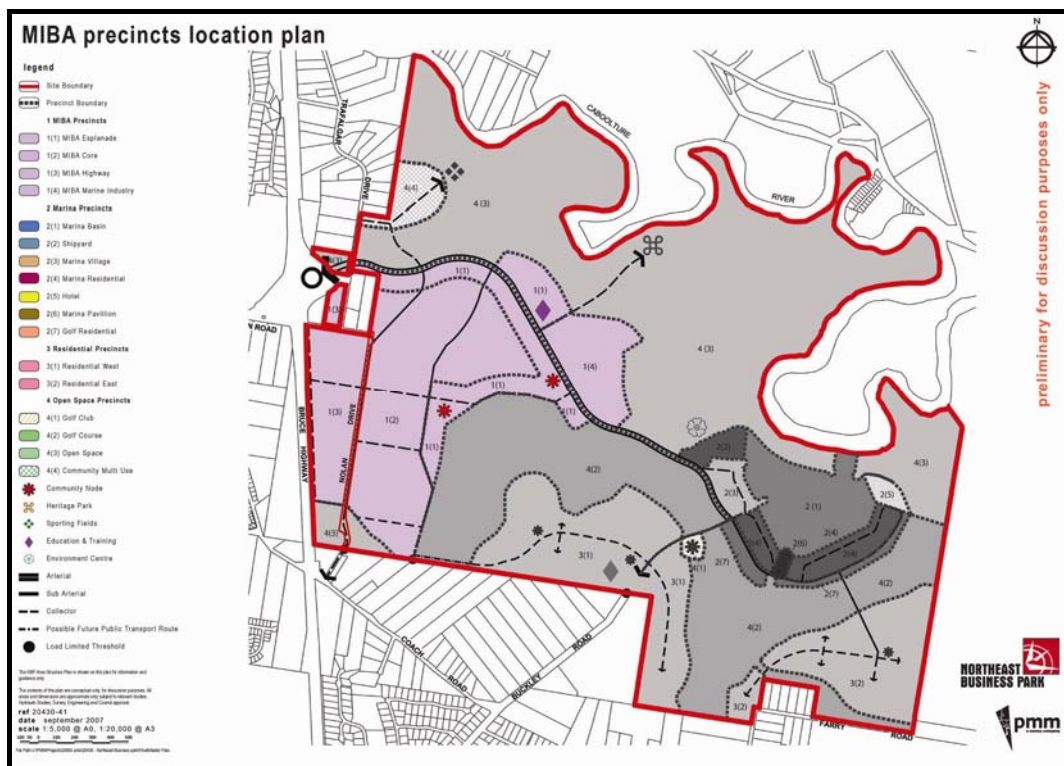
The precinct intents as described in full in the NEBP Area Plan (*Appendix B*) have been summarised below.

4.5.1 MIBA Precincts

The MIBA Precincts are located in the western portion of the NEBP site, covering the majority of Lot 10, along with Lots 2, 15 and 12 and encompassing the majority of the area of land zoned District Industry under the *Caboorture Shire Plan* (2005). Their location is shown below on *Figure 4-4*.

The intents for the MIBA Precincts are to establish a high quality mix of business and industry, attracting new business, employment and prosperity to the region, and providing scope for expansion of existing local industries.

Figure 4-4
MIBA Precincts Location Plan



Key to MIBA Precincts

	1(1) MIBA Esplanade		1(3) MIBA Highway
	1(2) MIBA Core		1(4) MIBA Marine Industry

PMM Drawing 20430-41

All buildings will be subject to design controls and sustainability measures, and integrate with high quality landscaping and open spaces that link to the Marina Precinct, Residential Precinct and other facilities to provide an outstanding environment for businesses and employees. Heavy industries with high environmental emissions or amenity impacts are not permitted.

The MIBA has been categorised into a number of precincts which are likely to attract differing concentrations of uses due to their location, lot sizes and market forces. Whilst slightly differing height and density controls are proposed in some of the locations, these precincts are primarily intended to designate where clusters of differing uses are likely and/or encouraged. The MIBA Precincts layout accommodates a potential North South Arterial corridor through the main boulevard, should it be required by the Department of Main Roads' route planning.

4.5.1.1 Precinct 1(1) MIBA Esplanade

The MIBA Esplanade Precinct is a highly visible linear precinct overlooking the open spaces, playing fields and golf courses, flanked by buildings of the highest quality. The prominent sites are expected to attract the highest quality and value businesses that desire outstanding positions, built forms and amenity. Buildings will range in height (up to 6 commercial storeys or 25m) with high percentages of office components.

4.5.1.2 Precinct 1(2) MIBA Core

The MIBA Core Precinct is centrally located in the MIBA Precincts, buffered from any sensitive adjoining land uses. Accordingly, the MIBA Core Precinct accommodates a wide variety of business and industry uses, with a mixture of logistics, manufacturing and processing that require significant site areas, infrastructure needs and specialist buildings, along with a range of smaller users such as turn-key warehouses and offices.

Buildings are expected to take on a variety of forms, and could rise to a height of around 25m or 6 storeys, but will generally be of less than 12m in height. Buildings will be articulated by variation in roof form, alignments, heights and the use of materials and colours. Uses that require access by articulated vehicles are preferably located in the northern and central parts of the MIBA Core Precinct to internalise the majority of heavy vehicle traffic within this Precinct.

4.5.1.3 Precinct 1(3) MIBA Highway

The visual prominence of the MIBA Highway Precinct will attract businesses that require ready highway access and some level of exposure.

Uses, building designs, landscaping and signage will be carefully controlled along the Bruce Highway, to ensure that the Precinct's amenity and visual presentation to the Bruce Highway signify that Northeast Business Park is a high quality environment to conduct business. Buildings are expected to be generally in the order of 10m, however 15m heights are allowable.

A single cluster of retail showroom uses will be sequentially developed in the MIBA Highway Precinct to provide a level of operation that complements the existing retail hierarchy.

4.5.1.4 Precinct 1(4) MIBA Marine Industry

The MIBA Marine Industry Precinct is to develop as a cluster of marine related businesses and industry, located in proximity to the Marina and Shipyard. The cluster is intended to capitalise upon the advantages brought by co-location, and will promote synergies between businesses including product, by product and knowledge exchange.

Some specialist activities such as boat building and maintenance may require building heights of up to 25m, however the majority of buildings are expected to be less than 12m.

4.5.1.5 MIBA Community Nodes

The Structure Plan proposes the creation of well located Community Nodes in the MIBA Precincts, which are intended to provide services meeting the daily needs of the workforce, whilst creating attractive and functional places. The nodes are located adjacent to open space areas to provide attractive outlooks, and links to cycling and walking track networks.

4.5.1.6 MIBA Education and Training Node

An Education and Training Node is proposed adjacent to the marine industries cluster. Proposed as a multi-function precinct predominantly dedicated to housing education and job-skills training, with an initial focus on the marine industry sector, the Education and Training Node is expected to expand its role to cater for other uses and clusters that develop at NEBP.

4.5.1.7 Indicative MIBA Plan and Images

The Structure Plan provides for the general layout of the MIBA Precincts, showing the principle delineation of the Precincts and the higher order elements of the local road network. To provide information about the likely character of the MIBA Precincts, an indicative subdivision layout has been prepared, showing a potential lot layout.

Figure 4-5
Indicative MIBA Images



Source: V2i

4.5.2 Marina Precincts

The Marina Precincts are located in the north eastern portion of the NEBP site, mostly contained within Lot 24, though a small extent extends into Lot 10. Their location within the Structure Plan is shown below on *Figure 4-6*.

As explained in the NEBP Area Plan, the Marina Precincts are a key feature of the NEBP, accommodating marina berths and shipyard activities, complemented by highly desirable lifestyle options that broaden the function and community role of the development. The co-location of a marina with a Mixed Industry Business Park enables numerous mutually beneficial relationships to develop.

The NEBP site is considered to be by far the most responsible and appropriate location for a marina and marine cluster in the northern corridor of Brisbane. The facilities at NEBP are the only significant new marina opportunity between Brisbane and the Sunshine Coast.

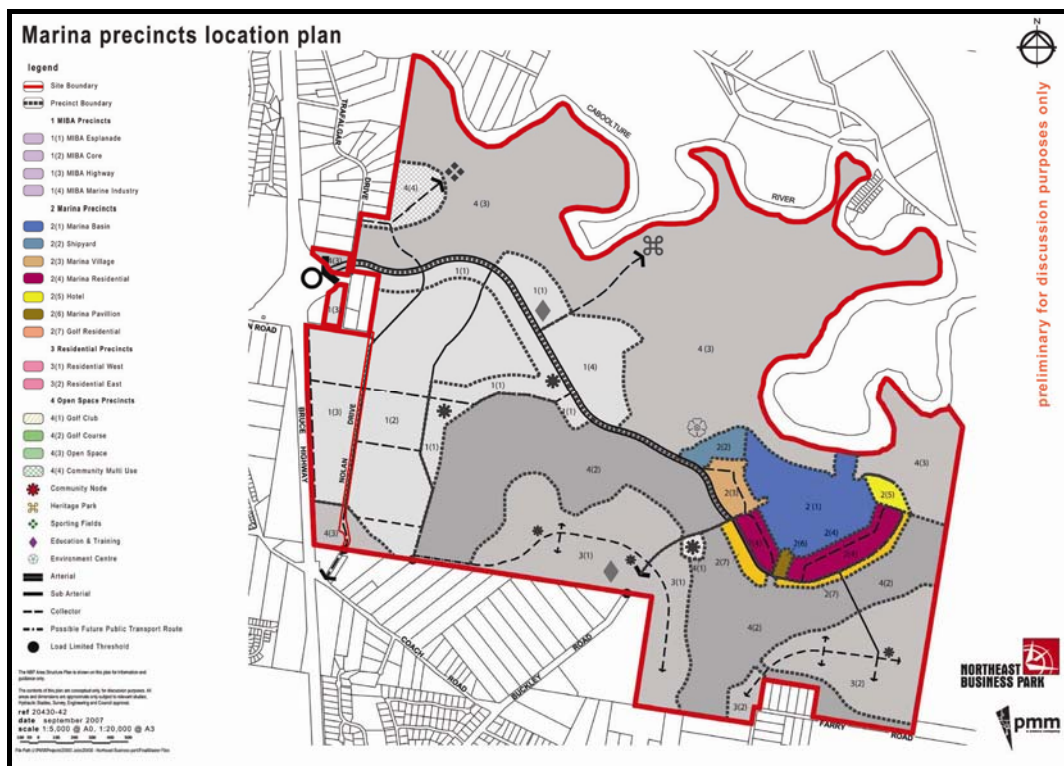
The Marina Precincts are intended as the social heart of the NEBP, offering relaxing waterfront boardwalks and a vibrant mix of uses. The inclusion of apartments and villas will provide a resident population to support the vitality of the marina village. Hotel and conference facilities will provide an additional asset within the Marina Precinct.

On sites within the Marina Village, adjacent to the Marina Basin and along the main boulevard, uses will be required to have the highest level of visual presentation, to ensure that the Marina Precincts

have a character suitable for the prominent portions of the NEBP Area. These areas will feature high quality landscaping to provide an attractive and integrated interface. The Marina Precinct layout accommodates the potential NSA corridor along the main boulevard.

Within the Marina Village Precinct, provision is made for the staged development of retail uses to the extent necessary to meet the demands of the MIBA workforce, NEBP residents, marina users and population growth.

Figure 4-6
Marina Precincts Location Plan



Key to Marina Precincts

	2(1) Marina Basin		2(5) Hotel
	2(2) Shipyard		2(6) Marina Pavilion
	2(3) Marina Village		2(7) Golf Residential
	2(4) Marina Residential		

PMM Drawing 20430-42

4.5.2.1 Precinct 2(1) Marina Basin

The Marina Basin set new standards of facilities, helping to satisfy the demand for marina berths and marine facilities to meet latent and growing regional demand.

The Marina Basin is established as an efficient and environmentally responsible marina.

Safe and effective maritime access is provided to and from the Caboolture River through a lock. Berthing options are provided for permanent and transitory boats, along with a boat lift facility providing

access to the Shipyard and boat stacker. Supporting services for boat users are provided in the Marina Basin, including fuelling, waste disposal points and sewerage pump out facilities.

The marina berth layout concentrates pedestrian access and activity around the marina village centre, whilst extensive boardwalks and promenades framed by shade trees provide ample access around the marina, to the lock facility and riverfront parkland, punctuated with places to sit and watch the marine activity.

4.5.2.2 Precinct 2(2) Shipyard

The Shipyard Precinct is to develop as a cluster of marine related businesses and industry. The Queensland Government has expressed the promotion of marine industries as a significant driver of economic growth and workforce development

Activities in the Shipyard Precinct will include dry boat storage, secure car parking, boat repair and maintenance, service and storage uses, and specialist chandlery uses. The accommodation of these uses will in some instances require buildings of significant scale up to 25m in height, however the majority of buildings are expected to be less than 12m.

4.5.2.3 Precinct 2(3) Marina Village

The Marina Village Precinct is the social heart of the development meeting the needs and providing social facilities for the NEBP community and where appropriate, the wider community. It is intended to be a vibrant, village style precinct, focussed around a community plaza overlooking the marina.

Retail in this precinct is essentially divided into three categories:

- **Convenience retail** including a local mini supermarket and associated shopping to service the NEBP community and the Marina precinct;
- **Specialty retail:** Some specialty retail will be likely to be attracted due to the marina village location. These uses may include outlets such as marine and boating accessories, bait and tackle, limited fashion and limited tourist retail; and
- **Cafés, restaurants and tavern:** These uses are expected to be attracted to the boardwalk areas with a marina vista, as well as some specialist retail. The tavern is intended to locate adjacent to the shipyard addressing the plaza in order to reduce amenity impacts associated with outdoor bar, dining and entertainment areas.

These uses will primarily support the Northeast Business Park community and are vital to the vision for the development. The amenity values of the marina precinct will attract businesses and employees to the MIBA and marine industries, whilst a significant residential development in the area underpins the viability and vitality of the Marina Village and provides day-long activity. Any residential uses that are located in the Marina Village are to be carefully managed in order to minimise mutual amenity issues associated with adjacent uses.

Buildings within the Marina Village Precinct are to present a progressive contemporary, subtropical character appropriate to the marina environment and character. Building heights in the Marina Village are expected to be generally 2 to 3 storeys, though scope exists for higher buildings of up to 8 storeys.

4.5.2.4 Precinct 2(4) Marina Residential

The Marina Residential areas are envisaged to provide for a residential population that assists in sustaining the vitality and viability of the social and commercial uses associated with the marina, marine industries and the MIBA, and will broaden the diversity and choice of housing options available in the Caboolture region. As expressed through the SEQ Regional Plan, the close location of housing to employment and social opportunities contributes to a sustainable and balanced community.

Residential choices around the marina encompass waterfront villas and a series of towers comprising an array of apartment types. The residential towers are envisaged as being between six and twelve storeys, oriented to maximise northerly views encompassing the marina, Caboolture River, Moreton Bay and the Glasshouse Mountains.

4.5.2.5 Precinct 2(5) Hotel

The Hotel Precinct forms an 'anchor' of activities around the eastern edge of the Marina Basin, providing a destination at the opposite end of the marina to the Marina Village, particularly for pedestrians enjoying the boardwalk. The Hotel and Conference facilities provide a much needed enhancement of short-term business and leisure accommodation in a location accessible and attractive to the MIBA, marine facilities and golf course.

The design of the buildings and landscaping is intended to integrate positively with the form and style of the Marina Precincts, whilst providing a distinctive character denoting its hotel function. Buildings within the Hotel Precinct may extend in height up to eight (8) storeys, allowing for a mixture of activities to be co-located. Car parking and servicing functions will be accommodated internally within the site, minimising visual and amenity impacts upon the adjacent residential and open space areas.

4.5.2.6 Precinct 2(6) Marina Pavilion

The Marina Pavilion Precinct provides an opportunity for the development of a community facility overlooking the Marina Basin. The Marina Pavilion potentially provides the possibility of small scale food and drinks and minor retailing activities on the lower floor and community accessible spaces on the upper floor. The Marina Pavilion Precinct also provides an area of open space suitable for a range of temporary uses.

The Marina Pavilion's built form is limited to two-storeys, in order to maximise views through the site

4.5.2.7 Precinct 2(7) Golf Residential

The Golf Residential Precinct provides a high quality residential environment that is oriented towards the golf course. Residential uses may consist of a mix of detached houses, dual occupancies, lower rise villas, terraces and townhouses.

If current or future traffic projections for the frontage road are sufficiently high, access will be via a service road or other suitable access arrangements separated from the higher order road by a landscaped corridor that includes appropriate noise mitigation measures. If necessary, buildings will accommodate additional buffering necessary to further mitigate against road traffic noise.

Figure 4-8
Indicative Images: Precinct 2(3) Marina Village

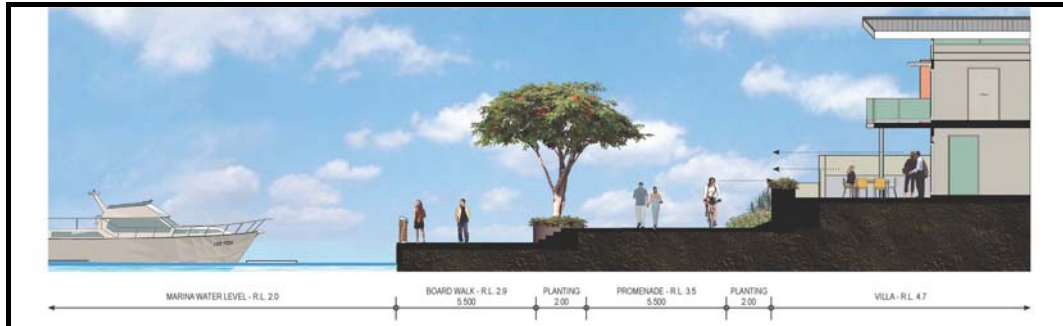


Possible section through Marina Village and Promenades (subject to detailed design)



Source: V2i and ML Design

Figure 4-9
Indicative Images: Precinct 2(4) Marina Residential



Possible section through Marina Villas and Promenades (subject to detailed design)



Possible Marina Apartment Floorplans (subject to detailed design)

Figure 4-9
Indicative Images: Precinct 2(4) Marina Residential



Possible Marina Villa Floorplans (subject to detailed design)



Source: V2i and ML Design

Figure 4-10
Indicative Images: General Marina Precincts



Source: V2i and ML Design

4.5.3 Residential Precincts

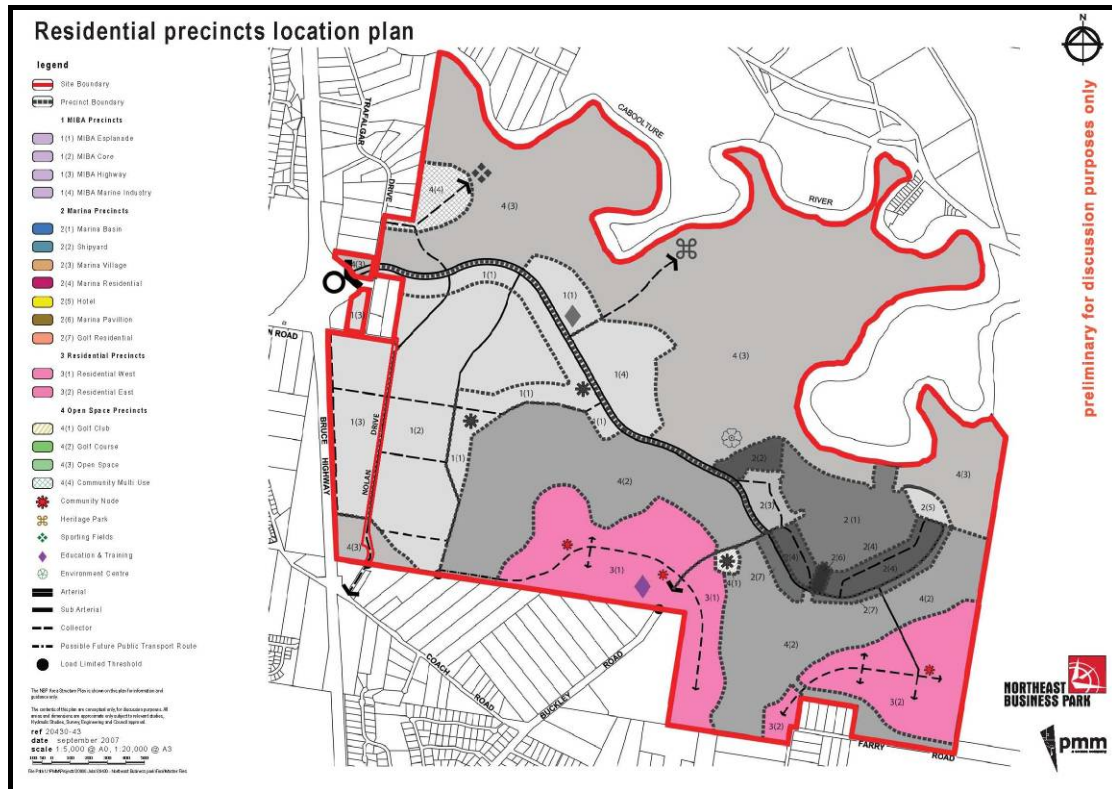
The Residential Precincts are located in the southern portion of the NEBP site, and are divided between Lots 10 and 24. The Residential Precincts are surrounded by the golf course and conservation areas, as well as having some interface with large lot rural residential development to the south of the site, as shown below on *Figure 4-11*.

The Residential Precincts deliver housing choices and services that meet the needs of a wide cross section of people, allowing them to remain living and working in their local community.

The Residential Precincts are framed by the open space system and golf course, and are focused around Community Nodes. An opportunity exists to accommodate a primary school serving Burpengary and the NEBP Area. The Residential Precincts include local open spaces and pedestrian and cyclist networks which link housing and parkland areas with the Community Nodes, Marina Precincts and Open Space Precincts.

Throughout the Residential Precincts, a range of residential housing options are characterised by contemporary built forms that respond to climatic conditions. Golf course frontage and premium housing will complement the contemporary mix of residential products that make up the majority of the housing choices. Housing affordability is addressed through the inclusion of a component of housing on smaller lots and medium density formats, as well as the ability for dual occupancies and studio apartments on purpose designed outbuildings. The Residential Precincts can accommodate one or more retirement villages, which supplement the retirement options in the Marina Precincts.

Figure 4-11
Residential Precincts Location Plan



Key to the Residential Precincts

3(1) Residential West

3(2) Residential East

PMM Drawing 20430-43

Home based businesses are facilitated by the NEBP Area Plan, adding prosperity to the region by allowing residents to engage in businesses that do not compromise residential amenity.

4.5.3.1 Precinct 3(1) Residential West

The Residential West Precinct provides connections between the Marina Precincts and Burpengary through an extension of Buckley Road. The Precinct has a close relationship with the Community Node activities occurring at the Golf Course and the potential school site. Residential housing options within the Residential West Precinct include detached houses, villas and townhouses, laneway (rear access housing), studio apartments and the opportunity for low-rise medium density to develop in various locations.

4.5.3.2 Precinct 3(2) Residential East

The Residential East precinct provides for a similar range of housing options, as above. Movement corridors within the Residential East Precinct provide pedestrian and cyclist connectivity throughout the area and through the adjoining Golf Course to the Marina Precincts. The configuration of the Residential East Precinct preserves a future transport corridor for the State controlled road network that includes suitable land for noise buffering, should the Department of Main Roads' route planning propose the positioning of the North-South Arterial through the NEBP site.

4.5.3.3 Community Nodes

Anticipated uses within the Community Nodes include neighbourhood convenience retail activities, opportunities for child care centres and medical facilities, along with recreation and leisure uses such as children's playgrounds, tennis courts and communal swimming pools. The Community Nodes may also provide community meeting spaces and facilities that support home based businesses.

The Community Nodes will act as movement hubs, providing a connection point between pedestrian and walking routes and public transport stops. Through this, the Community Nodes will also provide the basis for denser residential development in surrounding areas.

4.5.3.4 Education and Training Node

Precinct 3(1) Residential West includes the identification of an Education and Training Node, anticipated to take the form of a primary school on a site of approximately five (5) hectares.

Provision of a primary school within or near to the Residential Precincts would be required towards completion of development within the NEBP Area on the basis of anticipated densities across the Residential Precincts and surrounding development in the Burpengary locality. The integration of a primary school with the residential area will enhance residential amenity and community identity, for NEBP and Burpengary.

The potential school location is located near the extension of Buckley Rd and a supporting community node. Safe pedestrian and cyclist routes will link the nodes to other residential areas and the open space precincts.

4.5.3.5 Indicative Plans

The Structure Plan provides for the general layout of the Residential Precincts, showing the principle delineation of the Precincts and the higher order elements of the local road network. To provide information about the potential character of the Residential Precincts and the mix of dwelling types and development yield available, indicative development layout plans have been prepared, providing one interpretation of development which would accord with the Structure Plan and development intent.

The actual development will be subject to detailed design undertaken for the Sector planning and Reconfiguration applications required closer to the time of development, and hence is subject to change. For instance, there is scope for retirement living precincts to be created, however these have not been shown in the current indicative layout.

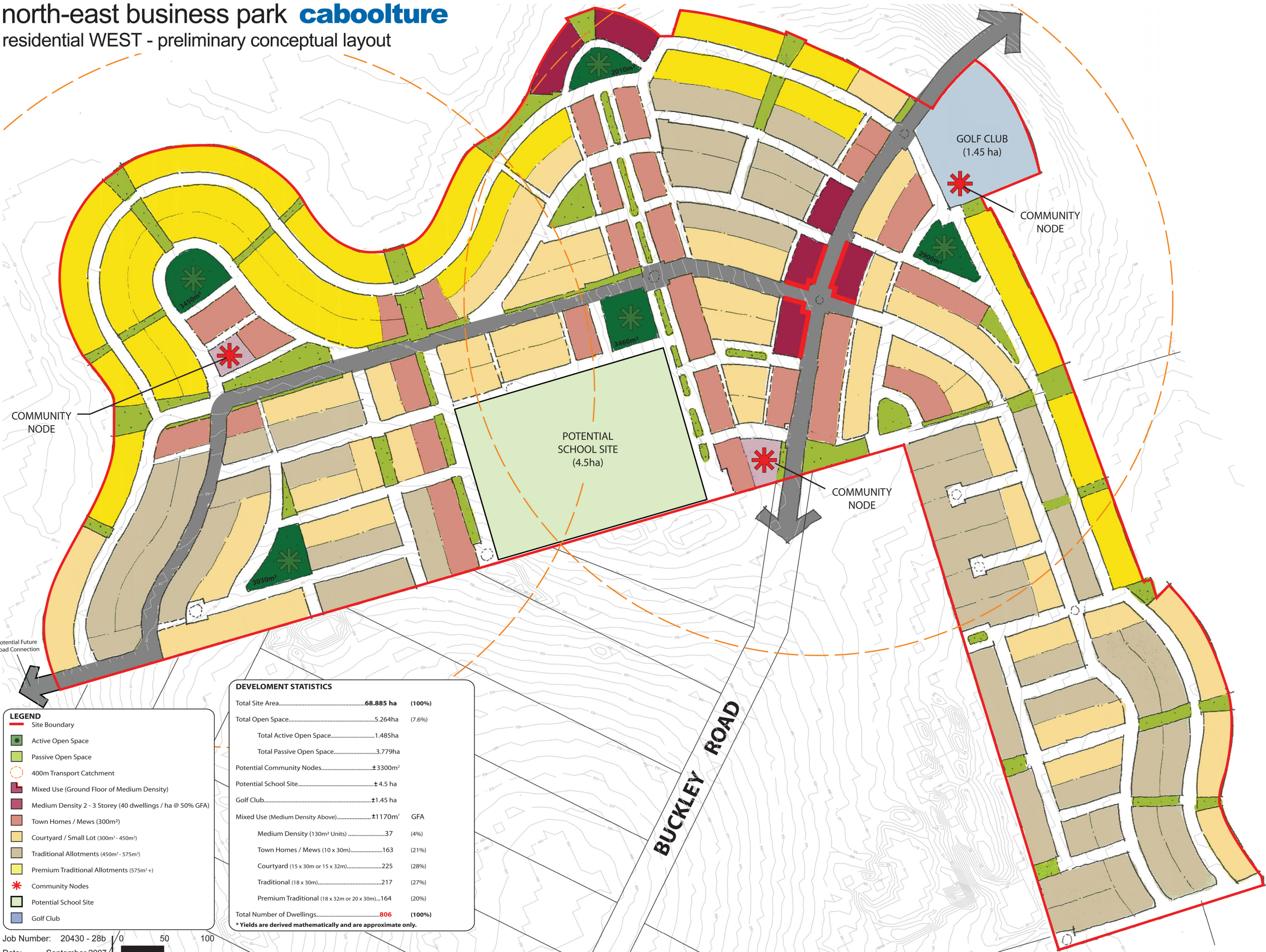
Figure 4-12 and Figure 4-13 show indicative Plans for the Residential East and West Precincts.

Figure 4-12
Indicative Plan: Precinct 3(1) Residential West
Refer to PMM Drawing 20430-28b

Figure 4-13
Indicative Plan: Precinct 3(2) Residential East
Refer to PMM Drawing 20430-29b



preliminary for discussion purposes only



north-east business park caboolture

residential EAST - preliminary conceptual layout

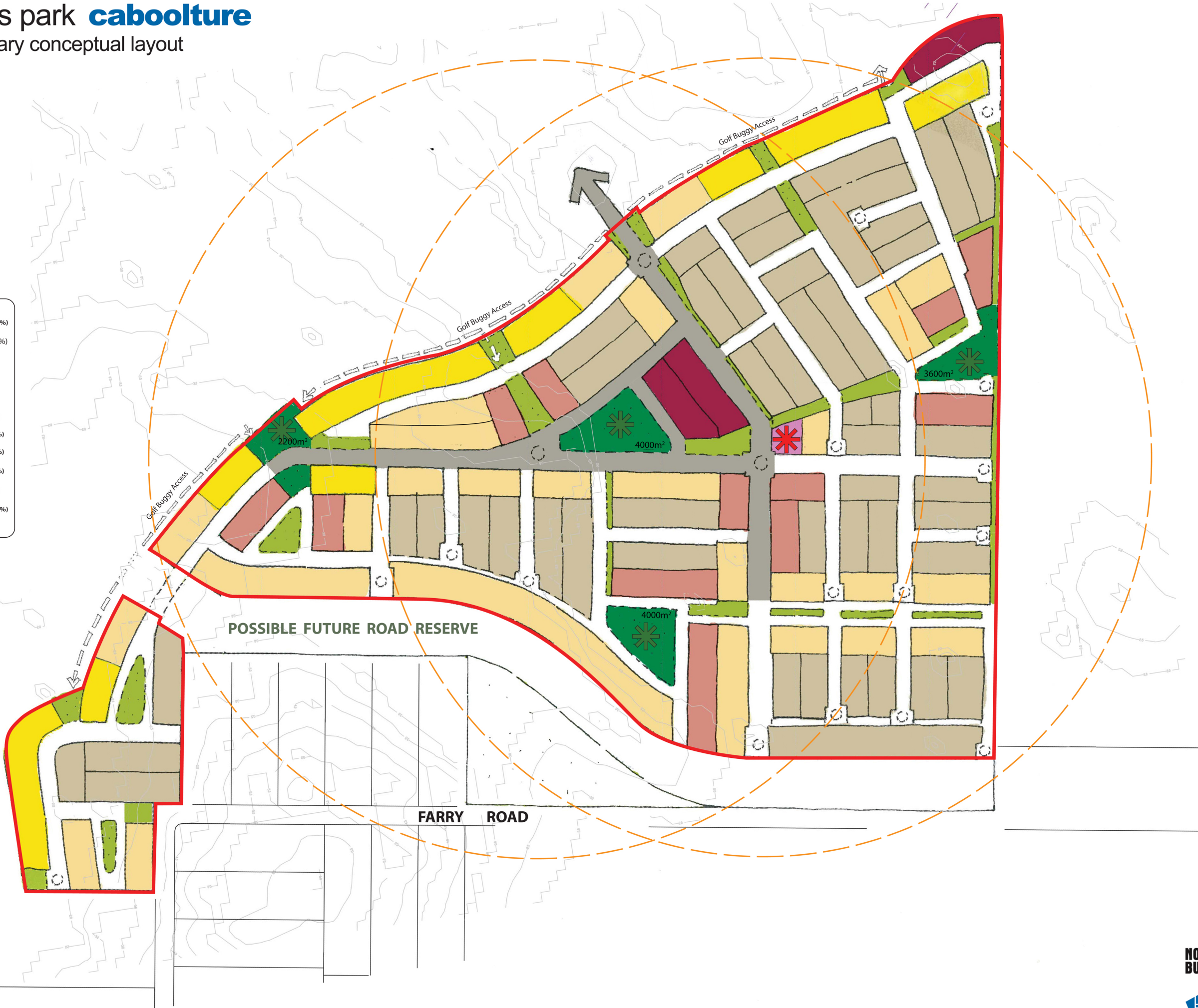
LEGEND

- Site Boundary
- Active Open Space
- Passive Open Space
- 400m Pedestrian Catchment
- Medium Density 3 Storey (40 dwellings / ha @ 50% GFA)
- Town Homes / Mews (300m²)
- Courtyard / Small Lot (300m² - 450m²)
- Traditional Allotments (450m² - 575m²)
- Premium Traditional Allotments (575m² +)
- Community Nodes

DEVELOPMENT STATISTICS

Total Site Area.....	40.825 ha	(100%)
Total Open Space.....	3.43 ha	(8.4%)
Total Active Open Space.....	1.38 ha	
Total Passive Open Space.....	2.05 ha	
Community Facilities.....	±1000m²	
Medium Density Units (130m² Units)	35	(8%)
Town Homes / Mews (10 x 30m).....	82	(16%)
Courtyard / Small Lot (15 x 32m or 15 x 30m).....	146	(28%)
Traditional Allotments (18 x 30m).....	201	(39%)
Premium Traditional (18 x 32m or 20 x 30m).....	48	(9%)
Total Number of Dwellings.....	512	(100%)

* Yields are derived mathematically and are approximate only



preliminary for discussion purposes only

4.5.4 Open Space Precincts

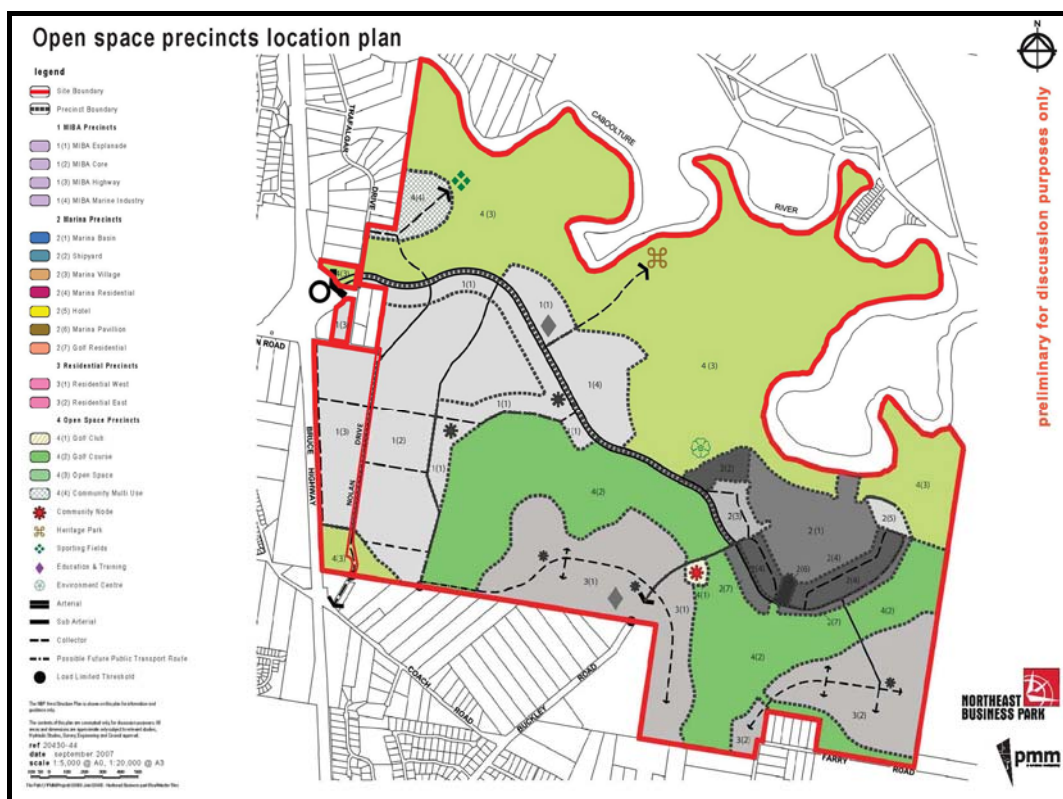
The Open Space Precincts are located throughout the NEBP site, extending along the Caboolture River, Raff Creek and the minor waterway corridors. The Open Space Precincts within the Structure Plan are shown below on *Figure 4-14*.

The Open Space Precincts provide an expansive backdrop framing and separating the major development precincts. The open space areas are divided into a series of precincts meeting a wide range of open space objectives. Being publicly accessible, the open spaces form a significant component of the NEBP's environmental, social and recreation opportunities throughout the development, including environmental protection and restoration, recreation, cultural heritage, flood mitigation, riverine protection, pedestrian and cycle networks and a carbon sink.

4.5.4.1 Precinct 1(1) Golf Club

The Golf Club Precinct will function as a multi-function facility that combines the specialist Golf Club activities along with a range of community oriented uses that support the adjoining Residential Precincts. This co-location of club and community facilities potentially include uses such as community and business meeting spaces, a business support centre, gym, sauna and swimming pool.

Figure 4-14
Open Space Precincts Location Plan



Key to the Open Space Precincts

	4(1) Golf Club		4(3) Open Space
	4(2) Golf Course		4(4) Community Mixed Use

PMM Drawing 20430-44

4.5.4.2 Precinct 4(2) Golf Course

Upon completion, the NEBP Golf Course will comprise 18 holes, and is laid out in a manner which allows for it to be developed in two stages. The golf course design allows pedestrian and cyclist connectivity across the course, enhancing the movement networks with the NEBP Area.

The NEBP golf course utilises the significant waterway corridors of Raff Creek and the minor watercourses between the Marina Precincts and the Residential Precincts. The course includes water features which are part of the broader integrated water management system throughout the NEBP Area. The inclusion of the golf course and its water features allow water quality enhancement and flow quantity management to limit adverse effects on the riparian environment.

4.5.4.3 Precinct 4(3) Open Space

The Open Space Precinct consists of a variety of areas and features which achieve a significant range of environmental, social and recreation opportunities. Whilst generally publicly accessible for active and passive recreation, the Open Space Precinct includes areas set aside for active conservation and rehabilitated and revegetated riparian areas.

An area adjacent to the Caboolture River retains remnants of the early European settlement on the property called 'Moray Fields' including original homestead staircase, headstone, and mature exotic vegetation. This location has been selected as a Heritage precinct including significant passive recreational areas themed around the historical context and supplemented by a proposed sculpture park. This public facility is accessed by road, cycle, foot, or from the river.

A proposed Environment Centre located adjacent to the main boulevard on the edge of the environmentally sensitive areas along Raff Creek, would provide an educational experience to visitors with links to the conservation areas and the environmental trail network. Other community and educational uses, such as a City Farm, may be developed elsewhere in the Open Space Precincts.

The buffer zone between the marina basin and the river is proposed to be developed as riverside parkland providing a more naturally themed contrast and open space alternative to the adjacent urbanised open space components on the other side of the Marina. It will provide significant access to the river for both residents and visitors.

An extensive network of cycle and walking tracks is proposed throughout the open space areas providing recreational opportunities and links between the various destinations and attractions. A series of canoe trails proposed by the Caboolture Shire Council integrates with proposed river access to the open space destinations including landing points at the Heritage Park and near the Marina, providing another recreational option and encouraging access to the parklands by water.

4.5.4.4 Precinct 4(4) Community Multi-Use

The Community Multi-Use Precinct provides for community uses that require a close association with open space areas and the river. Initially anticipated as a clubhouse serving the sports fields, over time this is expected to provide accommodation for various organisations.

4.5.4.5 Indicative Plans

The Structure Plan provides for the general layout of the Open Space Precincts, showing the principle delineation of the Precincts, community use and sporting features, and the key order elements of the road network.

The Landscape Masterplan (*Figure 4-15*), prepared by Place Design Group (*EIS Appendix P*), contains an array of plans illustrating the potential detailing of the various character areas (*Figure 4-16*) within the Open Space Precincts.

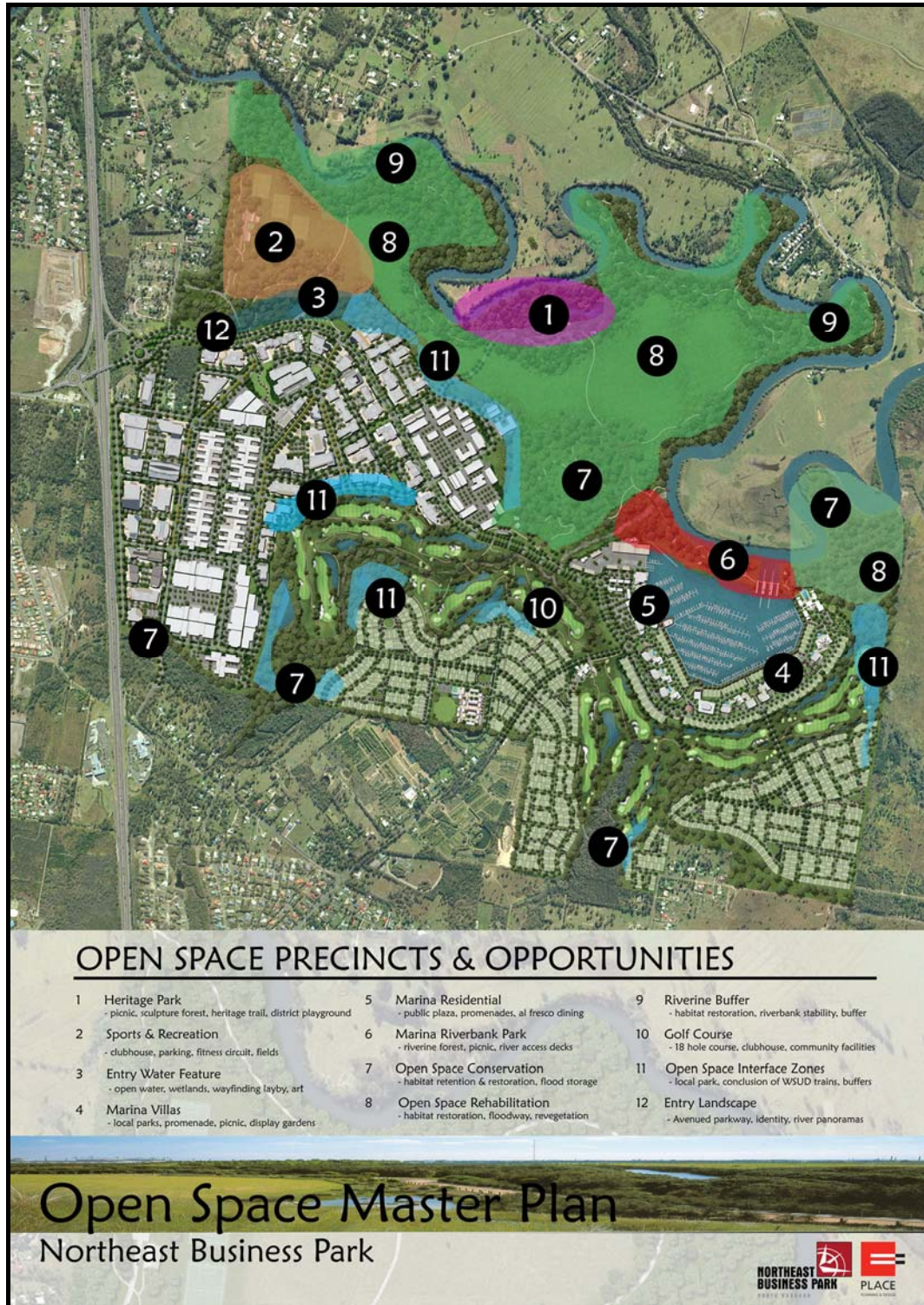
Additionally, sample images of the Golf Clubhouse have been prepared by ML Design which represents one approach to development of the Clubhouse. *Figure 4-17 and Figure 4-18* respectively provide an indication of how the clubhouse and course may be developed. The Landscape Masterplan provides further imagery of the general landscape character envisaged.

Figure 4-15
Open Space Landscape Masterplan



Source: Place Design Group

Figure 4-16
Open Space Landscape Precincts



Source: Place Design Group

Figure 4-17
Indicative Golf Clubhouse Images



Source: ML Design

Figure 4-18
Indicative Golf Course Images



Source: Place Design Group

4.6 POTENTIAL DEVELOPMENT YIELD

A table of potential development yields is provided below. These yields provide approximate guidance relating to the extent of development proposed and have been used in the design development of the various precincts and land use proposals, along with forming the basis for the determination of infrastructure capacity requirements and traffic generation.

The yield shown below in Table 4–4 is indicative only at this stage and is subject to many variables, and have been determined through mathematical calculations and the indicative designs shown above in Section 4.5. Matters which will affect the final development yield include the following factors:

- development precincts areas are based on the Structure Plan and are subject to final earthworks and sector planning;
- all development areas subject to sector planning, reconfiguration and development planning, as well as Council approvals; and
- final layouts and development densities will be subject to market conditions at the time of development.

4.7 STAGING

The NEBP is a long term project that will be constructed in a number of stages as the development front moves across the site. Due to the interconnected nature of the uses, development activity is likely to be occurring at a number of locations simultaneously, as generally discussed in *Chapter 3.5.1 of the EIS* the Staging Report and shown in the associated diagrams.

In summary, the stages of development are bulk earthworks, civil construction work and, finally, individual developments.

The earthworks will commence with the first phase of the MIBA Precincts. Earthworks required for construction of the Marina Basin and lock will need to commence in parallel due to extended construction times. Alongside this, the bulk earthworks to implement the flood mitigation strategy will be commenced.

Accordingly, the first areas available for building construction will be within the MIBA Precincts. The Staging Program indicates that three (3) MIBA stages are likely to be completed before the residential uses commence. Within the MIBA Precincts, land will be preserved and made available as necessary for the provision of the Community Nodes and development and expansion of the retail showroom cluster.

Due to their association with the bulk earthworks and flood mitigation actions, the development within the Open Space Precincts will be prioritised, though rehabilitation actions will occur over a considerable period.

Similarly, the Residential Precincts and Marina Precinct will be developed in a number of stages, with activity ensuring that community uses and commercial activities are provided in parallel with the development of housing.

External works, other than the Caboolture River dredging, are to be undertaken as needed based on the progress of development and infrastructure capacity.

Table 4-4
Potential Development Yield

Precinct	Gross Area	Approximate Development
1 MIBA Precincts		
1(1) Esplanade	40.76	
1(2) Core	77.66	
1(3) Highway	28.89	
1(4) Marine Industry	21.66	
<i>Subtotal</i>	<i>168.97</i>	<i>308 lots</i>
2 Marina Precincts		
2(1) Marina Basin	29.77	911 berths
2(2) Shipyard	4.95	300-500 boat dry-storage
2(3) Marina Village	6.89	17,000m ² GFA
2(4) Marina Residential	15.77	901 dwellings
2(5) Hotel	2.82	200 beds
2(6) Marina Pavilion	1.21	1000m ² GFA
2(7) Golf Residential	6.45	82 dwellings
<i>Subtotal</i>	<i>67.85</i>	
3 Residential Precincts		
3(1) Residential West	68.80	806 dwellings
3(2) Residential East	43.83	512 dwellings
<i>Subtotal</i>	<i>112.62</i>	<i>1318 dwellings</i>
4 Open Space Precincts		
4(1) Golf Club	1.75	4000m ² GFA
4(2) Golf Course	148.76	
4(3) Open Space	259.12	
4(4) Community Mixed Use	9.93	
<i>Subtotal</i>	<i>419.56</i>	
TOTAL	769.00	

4.8 INFRASTRUCTURE AND WORKS

All necessary infrastructure is to be provided to the NEBP development. The nature and extent of infrastructure required for the development is assessed in detail in *Chapter 3.7 of the EIS*, and accordingly is not discussed in detail here. Rather, infrastructure in this Section is discussed only in respect of how it is catered for in the planning framework and the role it takes in facilitating the ultimate realisation of the development intent.

4.8.1 SEQ Infrastructure Plan and Program (2007) (SEQIPP)

The strategically important location of NEBP is underscored by its alignment with State transport works outlined in the SEQIPP (2007).

In particular, the site is adjacent to the Bruce Highway which is currently in the process of being upgraded, with the Motorway standard upgrade recently completed to Burpengary. The motorway standard upgrade from Burpengary to the Caboolture / Bribie interchange past the site is scheduled for completion by 2010-11.

The Bruce Highway is a Priority 1 freight route, providing direct linkages to the balance of the priority 1 freight network and freight nodes, most notably the Brisbane Airport, Brisbane Trade Coast and the Port of Brisbane. Considerable State investments are occurring in this locality, including the Gateway Bridge duplication and upgrade and the Port of Brisbane expansion, as well as other investments occurring in the Brisbane Airport and the Australia Tradecoast areas.

In addition, the Caboolture northern bypass is almost completed, thereby increasing capacity and flow to western areas of Caboolture.

The northern rail corridor from Caboolture to Landsborough is designated to be upgraded, thus increasing rail capacity to the north and ultimately linking with the CAMCOS connection to the Sunshine coast.

Although these investments are all of a regional nature and benefit wide areas of SEQ, they highlight the growing significance of Caboolture as a region and the importance of utilising the NEBP site to its potential.

4.8.2 NEBP Area Plan

The NEBP Area Plan envisages the delivery of all essential infrastructure items in accordance with a logical pattern of development. The provisions of the NEBP Area Plan will secure

- an appropriate movement network, considering the differing needs of the industry, business, marine, residential and commercial sectors, as well the needs for recreational movement throughout and to the site, providing
 - o public transport, pedestrian and cycling routes (refer to *Figure 4-19* and *Figure 4-20* below)
 - o heavy vehicle management to restrict routes to protect amenity and road network capacity and safety
 - o suitable levels of parking to reflect need guided by sector plans and MCUs
- an integrated water management system which accommodates best practice environmental design and management, incorporating
 - o water sensitive urban design
 - o the use of recycled water for industrial and non-potable activities

- o use of recycled water for golf course irrigation providing supplementary water polishing prior to discharge
- o flood management and mitigation works
- the provision of essential urban services required to support an innovative mixed use community, addressing telecommunications, electricity and reticulated gas supply.

A number of off-site works are also envisaged as part of the overall development, including

- upgrades to local transport networks, and
- capital and maintenance dredging of the Caboolture River

For detailed information on these actions, please refer to *Chapter 3.7 of the EIS* and the following technical appendices to the EIS:

- *EIS Appendices K1 and K2: Cardno Eppell Olsen (2007) Traffic Impact Assessment;*
- *EIS Appendix W1: GHD (2007) Environmental Impact Assessment – Water Supply and Sewerage Systems for Northeast Business Park Pty Ltd;*
- *EIS Appendix W2: GHD (2007) Report for Northeast Business Park IWM Study*

4.8.3 Transport and Traffic

In relation to road transport, one of the main attributes of NEBP is its direct access to the Bruce Highway, and the ready ability to manage the access to the surrounding road network. The Structure Plan provides a core framework for the internal road network and its connections to the surrounding road networks.

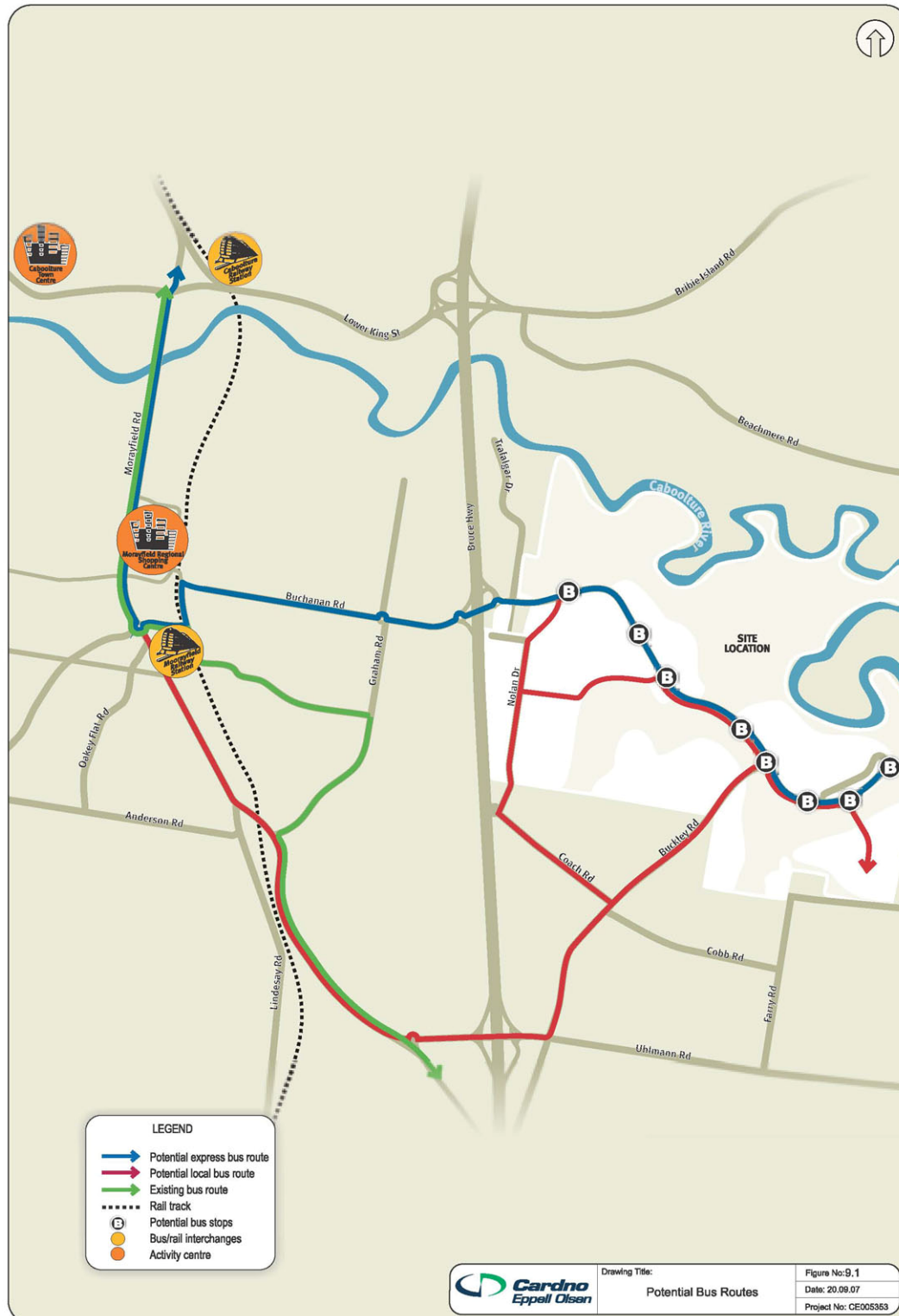
Cardno Eppell Olsen has prepared a detailed transport and traffic report, included as *EIS Appendix K1*.

4.8.3.1 Public Transport

The design intent for NEBP has highlighted the need for NEBP to facilitate the provision of Public transport within the development which are initially intended to provide linkages to Morayfield and Caboolture, focused upon the town centres and railway stations. In time, the extent of this route can be extended. This aspect is seen as being essential to the effective functioning of NEBP and of significant benefit to the community.

A plan showing the proposed public transport network is shown as *Figure 4-19*.

Figure 4-19
Proposed Public Transport Network



Source: CEO Traffic Impact Assessment

LEGEND

Caboolture Shire Council

- Existing pedestrian and bike network
- Proposed pedestrian and bike network

Northeast Business Park

- On-road bike path and shared path
- Off-road pedestrian path
- Recreational shared path

Marina promenade

- Rail track

Bus/rail interchanges

- Activity centre

Figure 9.2: Proposed Pedestrian and Cycle Provisions

Cardno Eppell Olsen

Drawing Title: Proposed Pedestrian and Cycle Provisions

Figure No: 9.2

Date: 21.08.07

Project No: CE005353

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4.8.3.2 Pedestrian and Cyclist Movement

Supplementing the Public transport services is a network of on road cycle lanes and dedicated pedestrian and cycle paths linking all key areas of the NEBP development as well as providing linkages to the external network. The co-location of land uses in a parkland setting is seen as being particularly conducive to the encouragement of high rates of pedestrian and cycle activity, thereby reducing greenhouse gases, improving quality of life and promoting healthy lifestyles.

A plan showing the indicative pedestrian and cycle networks is shown as Figure 4-20. The Landscape Masterplan provides more detail regarding pedestrian and cycle routes through the Open Space Precincts.

4.8.3.3 Parking

MIBA Precincts Parking

The MIBA Precincts will comprise development with a range of uses which are anticipated to differ markedly from uses that have traditionally been located in a District Industry Zone. Within the MIBA Precincts, opportunities exist for car parking to be shared between a number of users in order to more efficiently use the available land and provide a better design outcome.

Applying standard car parking rates to these developments will be ineffective in both providing sufficient car parking to meet users requirements and to promote a shift in commuter behaviour onto sustainable travel methods such as public transport, walking and cycling. A more effective parking provision and mode shift is achievable by assessing developments on a needs basis in preference to application of a floorspace based formula. It is anticipated that applicants who seek a variation from the standard parking provisions will need to provide justification of their parking needs.

Additionally, the co-location of residential land uses in close proximity to employment areas offers the likelihood of achieving a greater than average percentage of people being in a position to walk or cycle to work on the network above. This provides opportunity for parking rates in the MIBA to be somewhat lower than traditionally experienced, and will form a component of a site-based transport assessment and transport plan.

Accordingly, the NEBP Area Plan proposes that car parking for business and industry uses within the MIBA is determined through an individual transport assessment. A benchmark floorspace provision remains necessary to accommodate alternative uses of buildings over time.

Marina Precincts Parking

The Marina Precincts will accommodate a diverse mix of activities, raising partially compatible transport requirements. Parking requirements include

- short term parking (day) and longer term secure car parking (weekend or week) for boat users;
- day parking for workers within the Marina Basin, Shipyard and Marina Village;
- short term parking for visitors and Marina Village users; and
- long term car parking for residents.

It is noted that the *Caboolture Shire Plan 2005* seeks provision of one (1) car parking space per berth, which would equate to some 1400 spaces for the marina and dry storage. It is unlikely that there would be sufficient demand for this level of parking provision based solely on boating activity and, therefore, it is proposed that the marina parking can be reduced in extent and subsequently shared with other uses. There are likely to be significant synergies between boating use and visitors to the marina village, particularly due to the relatively high density residential development that will be situated in close proximity, which allows for residents to walk to shops, cafés and berths. Additionally, there will be differing peak demands between the marina activities and the various commercial uses, allowing for a significant sharing of spaces. The availability of public transport delivered by the development will allow MIBA workers and residents of the NEBP Area and surrounds to access the Marina Village without relying upon a car.

4.8.3.4 Road Hierarchy

The NEBP Structure Plan illustrates the major internal road network and the connections of these roads to the existing network. The Cardno Eppell Olsen *Traffic Impact Assessment (EIS Appendix K1)* indicates the proposed road hierarchy and associated cross-sections. In summary, the proposed road hierarchy is shown below in *Table 4-5*.

Table 4-5 Proposed Road Hierarchy	
Road Type	Function
Main Boulevard	Arterial route providing primary access into the site from the Bruce Highway and Buchanans Road interchange
Buckley Road Extension	Sub-Arterial route providing secondary access into the site, predominantly for access to the Residential Precincts
Industrial Collector	Main routes into and throughout the MIBA Precincts
Industrial Access	Site access routes within the MIBA Precincts
Residential Collector	Main routes into and throughout the Residential Precincts
Residential Access	Site access routes within the Residential Precincts
Marina Main Street	Connector and access route within the Marina Precincts
Potential Future Public Transport Route	Future bus and cyclist link between the Residential Precincts and the MIBA Precincts

Source: CEO Traffic Impact Assessment

4.8.3.5 North South Arterial

The Department of Main Roads has conceived an alternative road corridor between the North Pine River at Griffin and Caboolture Bribie Island Road known as the North South Arterial.

In 1994 the Dept of Main Roads designated part of the road corridor between Caboolture Bribie Island Road and Deception Bay Road. This corridor was later recognised in the Caboolture Planning Scheme, and a section of the arterial around Griffin and North Lakes was shown in the SEQRP in 2005.

The current version of the SEQIPP (2007 – 2026) shows the southern most section of the road running from the Bruce Highway north of the North Pine River to Anzac Avenue as being due for construction by 2014–15. The SEQIPP is silent on the prioritisation of any other sections of the road.

The current designated alignment of the road shows it crossing the Caboolture River east of the urban footprint, running through some sensitive ecological areas and RAMSAR wetlands, many kilometres of which are subject to flooding in peak events.

DMR are currently undertaking a study regarding the role of the NSA, its current proposed alignment, potential alternative alignments and the physical requirements of the road.

Discussions have been held with DMR regarding the potential relationship of the development to the NSA, if it is ultimately required. Given the current uncertainties regarding the road, the Structure Plan has been prepared such that it is not reliant on the NSA proceeding. Nonetheless, it also accommodates a potential alignment of the NSA connecting with the major internal boulevard.

DMR have advised that their internal assessment of options should be completed by late October or early November 2007.

4.8.4 Water Supply and Sewerage

GHD were commissioned to develop a potable and recycled water supply and sewerage infrastructure servicing strategy for the proposed Northeast Business Park

The NEBP development will integrate a range of established water saving and reuse initiatives aiming to provide a quality and efficient infrastructure system with sustainable outcomes for the region. Key elements of the GHD report are summarised below. The GHD report is included as *EIS Appendices W1 and W2*.

4.8.4.1 Integrated Water Management

Estimation of potable water demands and wastewater production for the site using traditional servicing methods yielded an ultimate average potable water demand of 4.3 ML/day (if potable water was supplied for all water uses on site) and an ultimate average daily sewage flow of 2.3 ML/day.

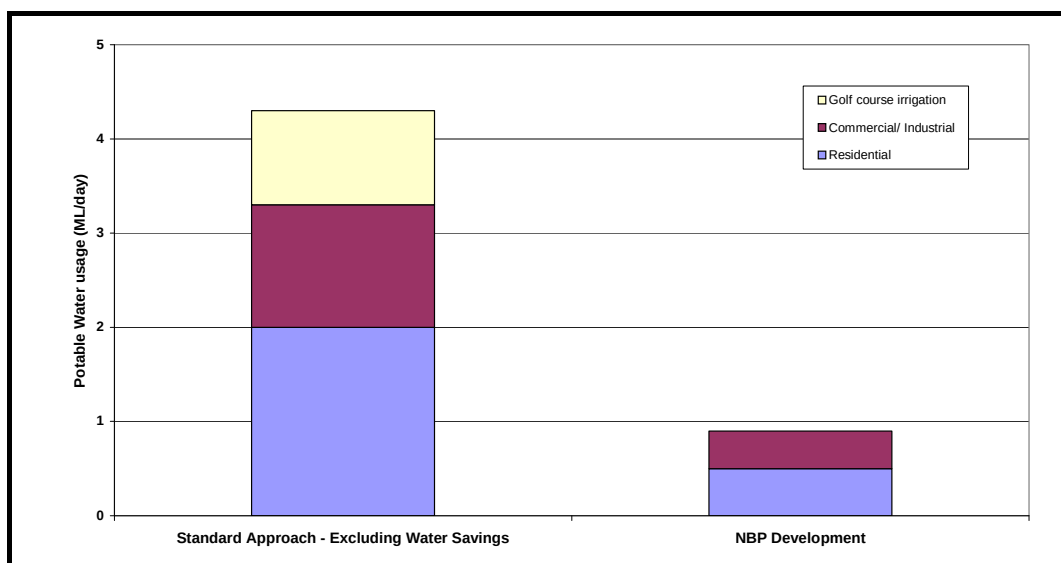
The development will adopt a number of integrated water management initiatives. It is proposed that Northeast Business Park will incorporate water efficient devices (including 3 star showers, 4 star toilets, and 3 star aerators on tap fittings) and a variety of alternative water sources to reduce potable water demand within the site. Table 4–6 summarises the proposed water sources and uses for the site.

The water balance predicts that significant water savings can be achieved through the use of the proposed Integrated Water Management (IWM) initiatives. It is estimated that the potable water demand will reduce by 80% compared to the water demand associated with traditional servicing methods (excluding water savings, refer to *Figure 4-21*).

Table 4-6 Proposed Water Sources and Uses	
Alternative Water Source	Proposed Uses
Class A+ recycled water supplied by South Caboolture WRP (and future Burpengary East WRP), using a dual reticulation system.	Flushing toilets; Suitable industrial uses (as defined at a later stage); and Irrigating gardens, sports fields, public space and the golf course.
Rainwater tanks, including: Residential tanks; and Rainwater tanks in the industrial precinct.	Washing clothes; Hot water systems; and Basins
CabWater Municipal Potable Water Supply	Potable water uses (drinking and cooking); and Topping up the rainwater tanks.

Source: GHD

Figure 4-21
Estimated Use of Potable Water



Source: GHD

To express the water savings in another way, Table 2 summarises the calculated reductions in the potable water consumption rates. The impressive water savings can be attributed to a combination of water efficient devices and potable substitution through the use of high quality recycled water.

Table 4-7
Potable Water Consumption Rate (L/EP/day).

	Residential	Commercial/ Industrial
Standard Consumption (Excluding Water Savings)	350	350
Northeast Business Park Site Consumption	77	118
Potential Reduction in Potable Water Consumption	273	232

Source: GHD

4.8.4.2 Recycled Water

Recycled water is proposed to be reticulated throughout the development. The recycled water infrastructure has been sized to meet peak hour irrigation and toilet flushing demands. Recycled Water will be supplied to the NEBP site from the South Caboolture WRP during Phase 1 and Phase 2 development

To supplement recycled water demand in future development stages (Phase 3 and 4) it is proposed that recycled water is transferred back to the site from the Burpengary East WRP once the treatment plant has been upgraded to produce an acceptable effluent quality (Class A+) to enable use for toilet flushing and irrigation purposes at the NEBP development. This upgrade is currently programmed for 2009.

4.8.4.3 Sewerage

The reduction of water demands to the site has benefits also for the sizing of the sewerage network. Sizing benefits are also enhanced by the use of 'smart sewers' which reduce the extent of stormwater inflows.

It is proposed that the sewerage infrastructure required to service the initial industrial development be connected to the South Caboolture STP network and ultimately also to Burpengary East STP

Details regarding the Water and Sewerage systems including Indicative trunk sewer, water and recycled water networks are shown in the Water Supply and Sewerage Systems report by GHD included as *EIS Appendix W1*.

4.8.5 Infrastructure Agreement

The ability to deliver the infrastructure, the achievement of desired service standards and the achievement of the mix and intensity of land uses necessitates cooperation between NEBP, the Council and the State.

NEBP will be providing all essential services to the development. In some cases the infrastructure required will be required largely for the benefit of NEBP, however in most cases there will be some level of benefit also provided to the wider community. The level of wider benefit required or provided will be considered in the negotiation of an infrastructure agreement between NEBP, Council and the State.

The agreement will be likely to consider matters such as public transport provision, water and recycled water provision, sewerage provision, connections to existing pedestrian and cyclist networks, enhancements to local streets and the entrance road, and the provision of social facilities.

The requirement for an Infrastructure Agreement should be an outcome of the CoG's Report. Details of the project's infrastructure requirements are addressed in *Chapter 3.7 of the EIS*.

4.9 FUTURE FLEXIBILITY

Northeast Business Park is anticipated to take at least 15 years to be fully developed. Accordingly, the NEBP Area Plan has been designed to be robust over time, allowing for inevitable improvements to industry leading practice and market forces.

In particular, the Structure Plan has been designed to provide indicative guidance only, with greater detail to be provided by subsequent Sector Plans, Reconfiguration and MCU applications. Further detailed design guidance is provided by Design Guidelines implemented by a Design Review Committee. This structure allows the detailed Design Guidelines to be updated at appropriate intervals as necessary.

Infrastructure requirements have been sized to ensure that the anticipated yields are able to be serviced under current achievable infrastructure efficiencies.

Infrastructure capacities provide a physical constraint to final development yield. One of the development objectives of NEBP is that it should seek to achieve industry leading practice levels of resource efficiency. Such an objective is worthwhile in its own right for environmental and business efficiency reasons.

Should changing industry and societal practices and technology advances result in improvements to efficiencies in resource use, this would result in greater effective infrastructure capacity.

Subject to market forces and industry and community demand, an improvement in infrastructure efficiency would remove a constraint to ultimate increases in development yield, where consistent with the precinct and development intent.

This situation provides a direct incentive to maximise resource use efficiencies and encourage sustainable development practices.

4.10 ILLUSTRATIVE MASTERPLAN

A 3D model of has been prepared to provide an indicative impression of the final development.

An Illustrative Masterplan from the model is shown as *Figure 4-22*.

A CD providing an overview of the development intent, including indicative imagery and fly-throughs of the 3D model is included with the EIS.

Figure 4-22
Illustrative Masterplan
Source: V2i



5.0 PROJECT NEED AND JUSTIFICATION

5.1 LAND USE MIX

The NEBP proposal has been masterplanned with a holistic perspective to create a proposal which is considered the highest and best use of the site.

The extent and mix of land uses proposed has been tailored to maximise the economic, social and environmental net benefits able to be achieved. Net benefits are achieved when the extent to which the proposal beneficially addresses needs exceed the costs of attaining that benefit. As such, the proposal has been 'born' of need.

Factors influencing land use location, mix and balance include:

- Site location, ecological and topographical conditions and regional relationships;
- Balance of land uses existing and envisaged in the region;
- Market forces and demand for each of the land uses proposed;
- Industry leading trends, practices and conditions necessary to maximise demand for each land use;
- Synergies and balance between land uses on site to maximise mutual support of each land use;
- Sustainability principles and practices;
- State, regional and local statutory and policy priorities; and
- Community, stakeholder and market input and feedback.

Maximising the extent to which the proposal meets community and industry needs at local, regional, state and national levels has been viewed as the most likely means to illicit community support and increase market value and demand, thereby resulting in economic and personal satisfaction for the proponents.

Specific reports have been prepared assessing Economic Benefit (Urbis), Social benefits (Hornery Institute) and Environmental aspects (Cardno, Place, Ecolab), forming technical appendices to the EIS. Further, net benefits across all three sectors have been addressed in a quantifiable format within the NEBP Net Benefit Assessment by AEC Group. Whilst these reports are addressed in a summary format here, this Section is focussed on aspects of need and justification from a land use, planning and design perspective.

5.1.1 Suitability of the location proposed.

The 769ha site proposed for Northeast Business Park has a unique set of strategic attributes, making it an ideal location for an integrated, master planned development.

Some of the site's key attributes include:

- Strategically important location on the southern banks of the Caboolture River linking Caboolture to Moreton Bay;
- 9km of Caboolture River frontage including deepwater access at marina site;
- Direct access to the Bruce Highway;
- Close to Morayfield and Caboolture centres;
- Close to North South rail line;
- A largely cleared, ecologically degraded site, providing substantial rehabilitation opportunities;
- Of sufficient size to accommodate a range of land uses, enabling integration and synergies between uses;
- Majority of the site designated for urban purposes;
- Infrastructure requirements able to be accommodated by public utilities and upgrades are commensurate with the scale of the development;
- Limited direct physical or visual interface to existing communities; and
- Opportunity to provide public access and greater use of Caboolture River to address the community's 'disconnect' with the river resulting from private ownership of the majority of the river frontage (on both sides of the river) over generations.

Indeed, the strategic nature of the site is such that it is contended that the site is the single most important development opportunity in Caboolture Shire – and the extent to which Northeast Business Park fulfils strategic needs for Caboolture and the region will have a major bearing on the role that Caboolture plays in the northern growth corridor of SEQ.

5.1.2 SEQ Regional Plan

The SEQ Regional Plan (SEQRP) was established to manage growth in SEQ, and to provide vision and direction for the future development. The SEQRP is the pre-eminent planning document in SEQ, taking precedence over all other statutory and non statutory planning instruments.

One of the central features of the SEQRP was the creation of an 'urban footprint' designed to provide a limitation to both the reality and the perception of 'urban sprawl' eroding green space in the region. The SEQRP also sought to largely eradicate the practice of rural residential subdivision in city fringe areas, such as Caboolture and Beaudesert.

The urban footprint created by the SEQRP was not however created as a result of an in-depth analysis of the suitability of all land for urban purposes across SEQ. Rather, with rare exception, the urban footprint was recognition of land currently designated for urban purposes in existing Planning Schemes.

In the case of North East Business Park, the urban footprint followed the boundary of land designated for District Industry in the Caboolture Shire Plan (2005). The need for a Marina development in this location had not been seriously considered by the Shire at the time of the drafting of the Shire Plan, and accordingly, the land intended for the marina and associated residential development is outside the urban footprint.

The Office of Urban Management has sought to limit urban development outside the urban footprint and to only consider uses in exceptional circumstances.

Our response to the SEQRP is based on a number of facets. In summary, these are:

- (i) The original applications were lodged prior to the introduction of the Draft Regional Plan. As such, the applications are not subject to the Regulatory Provisions:
- (ii) The development has clear locational requirements necessitating development of part of the development outside the Urban Footprint, and there is a clear overriding need for the development in the public interest. That is, the development would comply with the Regulatory Provisions were they to apply;
- (iii) The development has been designed as an integrated masterplanned community, where each element of the development supports the success and vitality of the other elements. As such, the land use mix is interdependent and can not have any substantive elements removed without adversely affecting the functioning of other elements. The complete development as proposed clearly satisfies the DEOs, principles and policies of the SEQRP more fully than a 'compliant development' proposal limited to the current urban footprint boundary.
- (iv) Residential is essential to satisfaction of the above, and could not reasonably be located elsewhere to the same effect: ie when considered in conjunction with the MIBA and the Marina in the context of surrounding Rural Residential development, the residential itself also has particular locational requirements, necessitating location outside the urban footprint.
- (v) The development has been designed to provide net benefits to the community, the environment and the economy and satisfies the vast majority of the relevant DEOs, principles and policies of the SEQRP in an exemplary manner.

Each of these elements is discussed in greater detail below:

5.1.2.1 Regulatory Provisions

The current integrated development proposal is the result of the combination of two separate Preliminary Development applications:

- The Business Park proposal, lodged on behalf of Lensworth on 18 June 2002; and
- The Marina proposal lodged on behalf of Port Binnli on 20 October 2004.

As both applications are still current and were lodged prior to the publication of the Draft SEQRP on 27 October, 2004, the Regulatory Provisions of the SEQRP do not apply.

Despite technical non applicability, the SEQRP is recognised as the pre-eminent planning document for SEQ, and is seen as vital to managing growth in the region. Accordingly, the development has been designed to meet the objectives of the SEQRP in a multifaceted manner:

5.1.2.2 Urban Development outside Urban Footprint

The SEQRP does not actually preclude development outside the urban footprint. Rather, S2.5(h) includes provisions when an urban activity outside the urban footprint complies with the Regulatory Provisions. An MCU complies with the Regulatory Provisions only if:

- (i) *the locational requirements or environmental impacts of the material change of use necessitate it's location outside the urban footprint; and*
- (ii) *there is an overriding need for the material change of use in the public interest.*

Schedule 3 provides further guidance on how to determine overriding need in the public interest:

To determine an overriding need in the public interest an application must establish:

- (a) *the overall social, economic, environmental benefits of the material change of use weighed against:*
 - (i) *any detrimental impacts upon the natural values of the site; and*
 - (ii) *conflicts with the desired outcomes of the Regional Plan, especially in relation to promoting consolidation of development within the urban footprint and preventing land fragmentation in the Regional Landscape and Rural Production Area;*
- (b) *that the community would experience significant adverse economic, social or environmental impacts if the development proposal were not to proceed*

This may require an assessment to determine if the material change of use could reasonably be located within the urban footprint.

Whilst it is reiterated that the Regulatory Provisions do not apply, it is contended that these principles are sound, and that the development proposal would in fact satisfy these provisions, were they to apply.

5.1.3 Need for the Business Park

The need for employment areas in the Caboolture region is well recognised and documented. Development for business and industry uses on the site has strategic support from the Council, Dept of Tourism, Regional Development and Industry (DTRDI), OUM, and the community. The need for the MIBA development is evidenced in the following:

- Caboolture Shire Council included part of the site in the District Industry Area in the Draft Shire Plan in 2004;
- DTRDI required additional land to be added recognising that further land would be required for business and industry use within the life of the Scheme. Accordingly, the western 2/3 of the site was designated in the Caboolture Shire Plan in 2004 as District

Industry. The zoning boundary was subsequently used as the basis for the Urban Footprint boundary in the SEQRP;

- The Caboolture Shire Council's Economic Development Issues Plan (EDIP) outlines a strategy for employment self containment within 20 years. This requires approximately 55,000 jobs over 20 years, including a current requirement of approximately 30,000 jobs. Urbis estimate that Northeast Business Park is predicted to directly and indirectly stimulate 27 150 Full Time Equivalent (FTE) operational jobs, in addition to 1547 construction related jobs;
- The *Industry and Employment Lands Report 2: 'Priority Locations and their Development Potential'* prepared by Prosperous Places (Derek Kemp) on behalf of Council also identified a severe shortfall of jobs in the Shire, recommending that additional lands both inside and outside the urban footprint should be identified for industrial development;

The *Industry and Employment Lands Report* found that:

- o an area of 40 -60ha of industrial land should be found for a future major 'Regional Freight Distribution centre of State Significance';
- o there is a need for a Clean Production (technology, food, medical and health product) cluster and;
- o notably that at least 15 – 25ha should be provided for a Marine Industry Cluster of State and Regional Significance with deep water access to the Caboolture River.

In relation to the western end of the site, the *Industry and Employment Lands Report* provided the following conceptual diagram, shown as Figure 5-1.

Figure 5-1
Industry, Warehouse and Bulk Goods Opportunity
Refer to PMM Drawing 20430-50
Source: Caboolture Shire Council and Derek Kemp (Map 12)

5.1.3.1 Business Park Economic Benefit

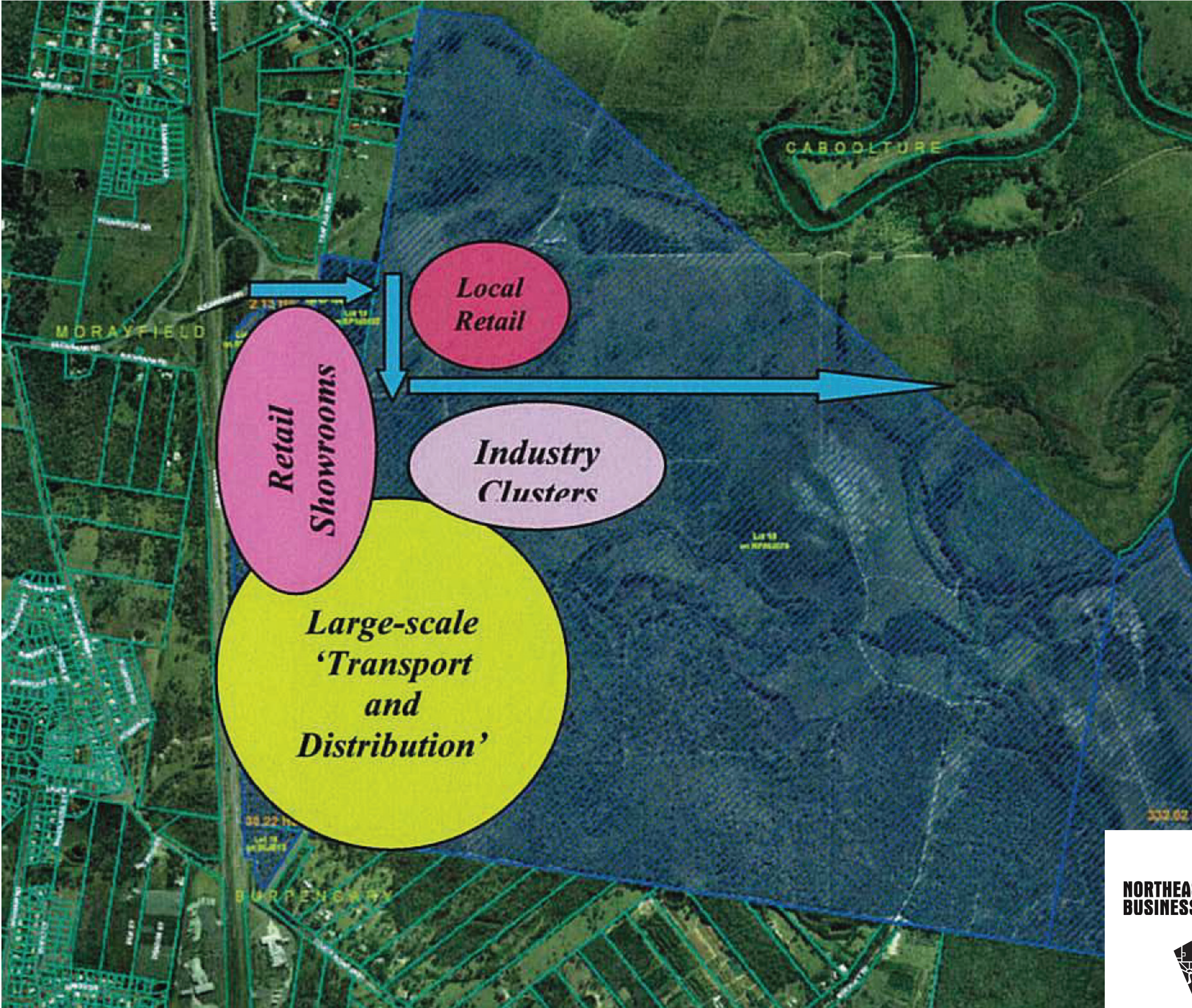
Urbis have undertaken an Economic Benefit Assessment of the development, along with a separate assessment for the Business Park. These reports are included as *EIS Appendices E1 and E3*.

Some of the Business Park Assessment findings include:

- The location of Northeast Business Park has a strong comparative advantage over (alternative) sites in regards to access as it is situated adjacent the Bruce Highway and the Caboolture River. Caboolture is strategically located for region wide access to Brisbane or the Sunshine Coast;
- The development of Northeast Business Park would be a unique development which represents a significant upgrade in quality compared to the existing supply of industry / business park floorspace in the northern Brisbane area. It represents an opportunity to be a leading example at the national level of the change which is occurring in industrial land uses.

Places for Business and Industry Project: Map 12

The Opportunity for 'Transport, Distribution, and Industry Clusters', 'Showroom and Bulky Goods Retailing Areas' at this 'River Gateway' Location.



preliminary for discussion purposes only

Source: Caboolture Shire Council and Derek Kemp 2006

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

ref 20430-50
date november 2007
scale 1:10,000 @ A0, 1:40,000 @ A3
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Some of the benefits found in the Economic Benefits Assessment relevant to the Business Park include:

- The Northeast Business Park will engage a local and regional workforce through the supply of alternative employment opportunities which currently are underrepresented or absent in the region and generate flow on employment for other industries;
- The development will create the opportunity to significantly enhance the regional employment skills base through the provision of alternative employment and training opportunities; and
- The subject site is strategically located in the northern part of SEQ where there is a distinct lack of major Industry Business Park Infrastructure.

In addition to being considered consistent with Council's EDIP and Industry and Employment lands report mentioned above, the Economic Benefits Assessment report further found the Business Park to be consistent with some of the State Government's key priorities, including:

- Growing a diverse economy and creating jobs;
- The realisation of the smart state through education, skills and innovation;
- Managing urban growth and building Queensland's regions; and
- Protecting the environment for a sustainable future.

It also found the Business Park to be consistent with a many of the key Strategic Directions and Desired Outcomes of the SEQRP. These are reviewed in *Section 8.1* and *Appendix J* of this report.

In summary, the need for the Business Park is well supported by statutory and policy frameworks as well as key agencies relevant to the proposal.

The MIBA is considered to provide the base foundation for the Northeast Business Park development concept and provides the majority of the employment and economic benefits deriving from the project. The success of the MIBA component of Northeast Business Park will have a major bearing on the long term employment, and economic health of the Caboolture region, with flow on effects into the State.

Accordingly, other aspects of the development have been tailored and conceived to support the MIBA such that it performs to its potential. Every aspect of the Northeast Business Park development concept is conceived around what is necessary to create a Business Park which is notable and competitive in a Regional, National and International marketplace.

5.1.4 Need for the Marina Development

The burgeoning demand for Marina berths and economic benefits derived from marine industries is well recognised and publicised. The State Government has recognised this fact and has sought to further harness this potential by creating the Marine Industries division within the Dept of Tourism, Regional Development and Industry.

SEQ is now and will remain the boating epicentre of Australia, when considering the use, supply and manufacture of recreational boats. Pacific Southwest has reported that two thirds of Australian

recreational boat building exports are manufactured in Queensland and the growth in this sector has averaged more than 9% growth over a ten year period. Queensland is set to overtake NSW as having the highest number of boating registrations in Australia.

The Boating Industry Association of Queensland estimates that the Queensland marine industry, contributed \$2.6 billion to the State's economy, providing 11, 00 jobs (www.biaq.com). The marine industry is considered to represent one of the largest sophisticated manufacturing and /or high value added sectors in the state, with significant potential for increased growth.

Pacific South West undertook a comprehensive review of Marine demand and marine industries in 2006 and found that in 2005 there was a total capacity of wet marina berths in SEQ exceeding 4910, with a waiting list for purchase or lease of 1480, providing a base demand of 6,390 berths. Using midrange modelling of 6% annual growth in registration of boats over 8 metres in length, 3,641 berths will be required by 2010 in addition to the 2005 supply. Of these only 1136 were planned, at the time of the 2006 report, leaving an undersupply by 2010 of 2505 berths.

A 2007 addendum to the 2006 report found that a further 6763 berths would be required between 2010 and 2020, providing a total demand of 10,404 berths by 2020. It is noted that these figures are likely to be conservative, given the 7.1% growth in boat registrations over 8m in 2006.

The 911 wet berths proposed in NEBP represents 8.8% of the demand for additional wet berths in SEQ by 2020.

The findings of Pacific Southwest's 2006 report and 2007 addendum reports (*EIS Appendices E7 and E8*) form the demand basis of the marina and marine industries proposal.

5.1.4.1 Locational Requirements

It is clear that marina developments have highly specific and rigorous locational requirements.

Prior to the purchase of the site proposed for the Marina, Port Binnli engaged Pacific South West to undertake a comprehensive search and analysis of sites potentially suitable for a marina of the scale necessary to support the demand for marina berths and marine industries. Existing marinas in closer settled areas north of Brisbane River offer little or no room for expansion. Whilst there are commercial marinas at Scarborough in Redcliffe and Bribie Island, neither the existing facilities nor the proposed 150 berth facility at Bribie offer the opportunity for 'tall masts' which are available at the subject site.

The analysis concluded that the Northeast Business Park site was considered to be by far the most responsible and appropriate location for a marina and marine cluster in the northern corridor of greater Brisbane. No other sites were identified between the Brisbane River and the Mary River, near Maryborough with attributes suitable for a significant marina site.

This analysis and the co-location with residential and recreation precincts was supported in the Caboolture 'Industry and Employment Lands' Project by Prosperous Places. It noted:

"This area provides the only realistic opportunity to develop a 'Marine Industry Cluster' with 'deep water access' to the Caboolture River (and one of the few opportunities to develop such a cluster anywhere in Southeast Queensland)"

This type of development could be combined with a marina, informal recreational areas, a small business park and themed retail centre and other tourism and day visitor attractions to create a unique 'visitor destination'

The area would then become a very attractive residential area that would help Caboolture, and Southeast Queensland, to better attract and retain talented people, new business founders and those with experience and scarce specialist, technology, trade and business skills'

Whilst the Prosperous Places report did not consider the potential of the eastern and western end of the site to be developed as an integrated development, it clearly recognised part of the potential of the site. A conceptual diagram of the eastern end of the site is included as *Figure 5-2*.

Figure 5-2
Marine, Residential and Visitor Destination Opportunity
Refer to PMM Drawing 20430-49
Source: Caboolture Shire Council and Derek Kemp (Map 11)

The unique foundation of the Northeast Business Park site is that it can cater for *both* the marina and the Business Park, and that the co-location of the precincts helps underpin the viability and market attraction of the other.

The combination of the site being the most suitable marina location in its own right in the region, and its ability to collocate with a regionally significant Business Park it is considered to provide a compelling argument that the marina development has location requirements necessitating development outside the urban footprint.

Other uses proposed on land outside the urban footprint include:

- Shipyard;
- Marine Village;
- Apartment and accommodation precincts;
- Hotel and Conference facilities; and
- Golf course and clubhouse.

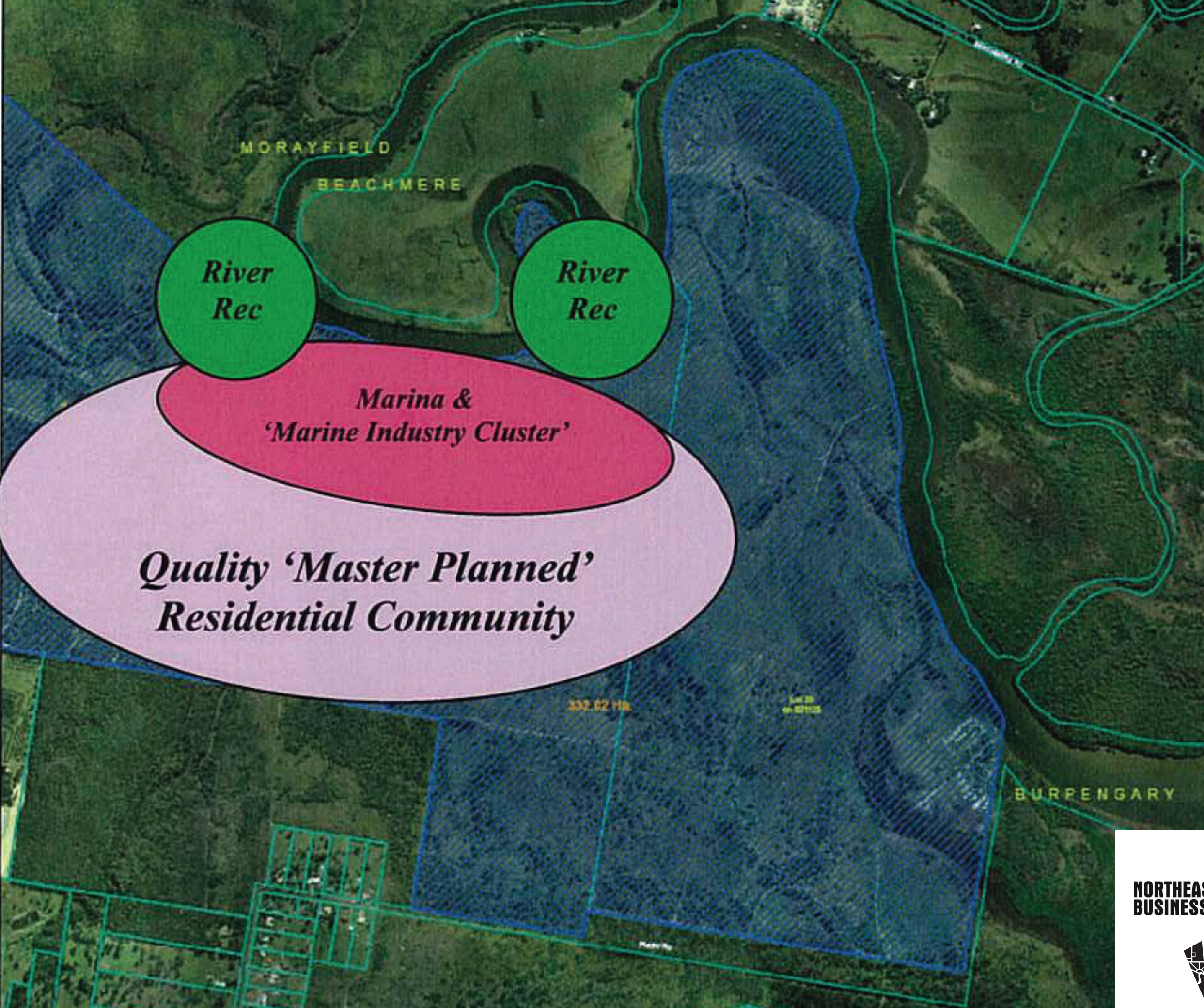
Most of these uses are intrinsically related to the marina itself, and therefore share the same locational requirement. However, the entire development is highly interdependent in its structure, as discussed below.

5.1.5 Land Use Mix Interdependencies

The Northeast Business Park site is designed around two primary land uses: the MIBA area, and the Marina precinct. The clear need for the Business Park and the Marina precinct and associated marine industries has been established above. These uses are the 'anchors' of the development, both of which are strategically important in themselves.

Places for Business and Industry Project: Map 11

The Opportunity for a 'Marine Industry Cluster', 'Master Planned Residential Areas' and 'Visitor Destination' of 'State and Regional Significance'.



preliminary for discussion purposes only

Source: Caboolture Shire Council and Derek Kemp 2006
The contents of this plan are conceptual only, for discussion purposes. All areas and dimensions are approximate only subject to relevant studies, Hydraulic Studies, Survey, Engineering and Council approval.

ref 20430-49
date november 2007
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Whilst a number of leading MIBA developments nationwide are now actively pursuing high amenity landscaping and building controls, few can boast the attractiveness of co-location with a marina precinct, both in terms of amenity benefits, and the prosperity of the related marine cluster.

Similarly, the Marina precinct benefits from co-location with a high quality MIBA development, providing the space to allow a full marine industry cluster to emerge to support the marina, along with education and training facilities, highway access and the like.

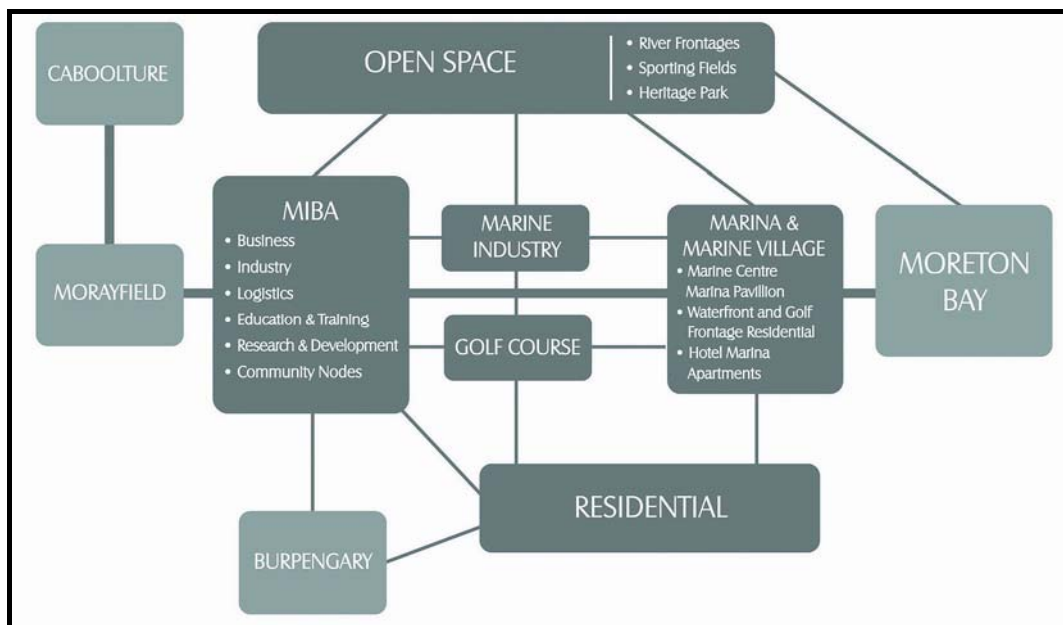
Having established this strong foundation, the balance of the uses work to support and strengthen the functionality, viability and commercial attractiveness of the marina precinct and the MIBA. The best way to do this is to design a complete, master planned community, where the majority of needs are met in the one development, whilst the development itself is complementary to the surrounding regions.

As the Urbis Economic Benefits report found:

The site represents a unique opportunity. The marina is a specialised use requiring a specialised site. The site being located on the Caboolture River provides an opportunity that cannot be located elsewhere in existing centres or precincts. The North East Business Park's marina would also be surrounded and supported by the proposed marine precinct and Industry / Business Park. Other recreational and residential land uses located elsewhere in the development will complement the marina, marina precinct and business park components

These relationships between land uses and locations are shown conceptually in *Figure 5-3* below.

Figure 5-3
Northeast Business Park Networks



5.1.6 Need for Commercial and Retail

The Business Park Assessment undertaken by Urbis analysed a number of leading Business and Industry developments in Australia. The report found that there are strong trends nationwide for

increasing demand for office space in conjunction with and in addition to industrial space. This demand is not only within the same buildings but also as stand alone facilities that benefit from the synergies of being collocated with industrial uses.

The Urbis report found that a number of developments in traditional industrial areas in Sydney and Melbourne were incorporating office components ranging from 20% to 100%, with many exceeding a 50% office component. This trend has also been noticeable in Brisbane.

Key Findings from the Urbis report in relation to recent tenant pre commitment activity in Brisbane included:

- 37.3% of these tenants had a requirement of 20% or more of office floor space with 13.7% having a requirement for 50% or more office space;
- Three of these tenants had requirements in excess of 3000m² of office space and eleven had requirements in excess of 1000m². These represent significant office tenancies even in a CBD market; and
- In the order of 15% of industrial pre-commitments in Brisbane over the last seven years have required an office component of 50% or greater.

The conclusion drawn from this analysis was telling:

Importantly, from the above figures it is concluded that future employment land development in South East Queensland needs to provide for a flexible mix of land uses and proportions of floor space in order to meet the various needs and requirements of employment land users. If this is not provided these users will go elsewhere, and in the case of major regional organisations this may mean bypassing Brisbane and / or the South East Region altogether.

The Urbis report outlined that this factor is recognised in the Sydney Metro Strategy which notes that more computer based production processes and better logistics and inventory controls are leading to reductions in shop floor workers and more office based employees. Associated with this is the trend towards 'operational consolidation' where businesses consolidate their operations at a single location combining head office, back office, manufacturing and distribution activities. The report illustrates this trend citing eight examples of significant companies who have undertaken such operational consolidation.

The Sydney Metro Strategy recognises the flexibility required in providing for business' accommodation needs and, importantly, refers to 'employment lands' rather than differentiating between industrial space and business park space. In this regard the strategy notes "that many industrial activities now have higher office components with more white collar workers. This means that more jobs can be located in employment lands."

Northeast Business Park has been designed to harness such trends, generating significantly greater employment densities than possible in traditional industrial precincts, whilst still providing the products required of 'District Industries'. As such, Northeast Business Park represents a much more efficient use of land and resources than traditional District Industries. Indeed the wider adoption of this approach may go a long way to addressing the extent of the apparent shortage of 'industrial' land in the Shire identified in the Industry and Employment lands report by Prosperous Places.

We note that whilst the majority of commercial floorspace will locate in the MIBA, a relatively small amount of commercial is envisaged in the Marina Village and Shipyard. Such commercial is expected to locate in this area due to having a relationship with the marina and or marine industries.

5.1.6.1 Retail

The need for the retail facilities within the development is based on the same principles as enunciated in the sections relating to leading Business Park trends, the heightened commercial components and the land use interdependencies. In short, retail facilities are integral to creating balanced and complete communities.

All retail components will be sized and staged to primarily meet the needs of the development and population growth – ie intentionally sized to support relative self containment rather than market redistribution, and staged to meet growing requirements over time. This approach has been adopted to ensure a complementary and beneficial effect on existing centres, particularly Caboolture/Morayfield and Burpengary, as discussed in *Section 5.1.8* below.

Retail elements within the development are intended to be located in the following precincts, described in more detail in each Precinct Intent Section of the Local Area Plan.

5.1.6.2 MIBA Community and Education and Training Nodes

These nodes support the daily needs of the local workforce, helping the MIBA to operate in a functional and efficient manner

5.1.6.3 Marina Village

The retail to be included in the Marina Village is intrinsic to allowing the Marina Village to function as the social heart of the development, meeting the needs of the Northeast Business Park community, as well as benefiting the wider community.

Retail in this precinct is essentially divided into three categories:

- **Convenience retail** such as local mini supermarket, bottle shop, chemist, medical centre, newsagent, bakery etc. Such uses only serve a local catchment as people will tend to use whichever facility is closest to them – due to the relatively standard product lines. Accordingly, such uses are to be sized to meet the needs of the Northeast Business Park community and immediate surrounds only. Accordingly, these uses will have negligible effect on external centres;
- **Specialty retail:** A relatively small amount of specialty retail will be likely to be attracted due to the marina village location. These uses may include outlets such as marine and boating accessories, bait and tackle, limited fashion and limited tourist retail. These uses will attract custom from the community however are a by product of the marina location; and would not exist in the region without the marina; and
- **Cafés, restaurants and tavern:** These uses will primarily support the Northeast Business Park community and are vital to the vision for the development. The community has however expressed a resounding desire for such facilities and accordingly they will also attract custom from the broader community. These uses add

choice and variety to existing options in the region and are seen as a distinct benefit to the development and the region.

Initial estimates of retail uses envisaged in this precinct including the tavern are in the order of 17,000m² GFA.

Showrooms

Limited showroom facilities in the MIBA are allowed where ancillary to primary uses and allow business to function as integrated facilities, essentially displaying the goods produced on site. Such retail is specialised to the business and functions as destination retail, often catering to trade. Ancillary retail has long been a standard approach in industrial areas, however more recent trends has seen some businesses requiring larger and more professional showrooms.

Retail showroom cluster

A retail showroom cluster has been proposed within the MIBA Highway Precinct 1(3). Such a cluster is proposed to primarily service the Northeast Business Park community, attract custom from Highway traffic which may not detour to Morayfield, and to cater for demand deriving from population growth and the gradual increase in discretionary spending power in the region.

Urbis were commissioned to undertake a specific report assessing the demand for Retail Showrooms in the region. Allowing for some significant proposals approved but not constructed, that an undersupply of bulky goods would occur from about 2011, and that a total of about 45 000m² of GFA would be required in the region by 2021.

Retail warehousing is a use which could have an effect on external centres, primarily Morayfield, if not staged to match market absorption rates. Accordingly the first stage of the cluster would not commence until 2011 at the earliest, and would be limited to 15 000m² in the first stage.

Final development would include a minimum of 2 further stages between 2011 and 2021, subject to demonstrating need on each occasion. In this manner development could proceed utilising the highway location, serving the needs of population growth, increasing choice for the community, whilst not jeopardising Morayfield's primary role in this sector of the market.

The Northeast Business Park – Bulky Goods report by Urbis is included as *EIS Appendix E4*.

5.1.7 Need for Hotel and Conference Centre

A hotel and conference centre, including a day spa, is proposed at the north-eastern end of the Marina Precinct. The hotel and conference facility represents a valuable and necessary addition to the short term accommodation offerings in the Caboolture region, which is currently undersupplied for quality accommodation and conference facilities.

The location of the hotel facility will act as a land use 'anchor' at the north-eastern end of the marina precinct and both benefits from and supports the adjacent marina and golf course, as well as benefiting from it's integration into a masterplanned business park environment, with substantial riverfront open space, heritage park and recreation facilities.

The hotel and conference centre adds critical mass to the development population supporting and adding vibrancy to the marina village, accessible by boardwalk promenade, and adds to the viability of the public transport service facilitated by the development.

Urbis have undertaken a demand analysis in relation to the hotel and conference facility. The findings included:

- There will be demand for a 120 room 5 star facility by 2013;
- There will be demand for 183 rooms by 2020;
- The hotel will set a new standards of short term accommodation in the local area;
- The provision of a high quality facility not currently available in the area will be likely to create a level of 'induced demand';
- The facility will form part of a golf node linking with the prestigious golf courses at North Lakes and Caboolture; and
- The facility will generate and capture demand associated with the range of land uses associated with the range of land uses offered by the total development.

The Urbis report is included as *EIS Appendix E5*.

5.1.8 Network of Centres

5.1.8.1 Relationship with Caboolture and Morayfield

The creation of Northeast Business Park intended to support the centre hierarchy indicated in the SEQRP and the Caboolture Planning Scheme. Caboolture / Morayfield will continue to accommodate the major roles intended for a Principal Activity Centre including business, major comparison and convenience retail, regional government offices, health, education, cultural and retail facilities. Burpengary will maintain its mid level centre role, providing significant retail and social recreational functions.

Caboolture / Morayfield is distinct in the SEQRP as the only Activity Centre which incorporates two centres. Caboolture Town centre is the municipal and civic hub of the region and accommodates the majority of regional facilities. Morayfield functions as an elongated extension of Caboolture and accommodates the majority of comparison retail uses.

As outlined in *Section 0*, Northeast Business Park is designed to provide a complementary relationship with Caboolture and Morayfield, supporting and strengthening Caboolture/Morayfield's role as the Principal Activity Centre for the region. The site's close proximity to Caboolture and Morayfield place it in an ideal position to be supportive of the Principal Activity Centre as the physical and economic activity it generates will help translate to increased physical and economic activity in all centres.

The social and recreational attributes of the development are likely to become a regional destination, which is seen as being of benefit to the region's amenity and identity. This will help to attract quality development to other areas of the region.

Northeast Business Park is intended to be complementary to and support Caboolture / Morayfield in a variety of ways, including:

- Northeast Business Park will accommodate uses that are not suitable and not able to be physically accommodated in Caboolture or Morayfield. In particular, large footprint uses; and marine related uses;
- The project will facilitate the provision of public transport linkages between the three centres – helping all three centres to function more effectively. This is seen as a key regional benefit, as current public transport linkages are generally weak, with the exception of the north south rail corridor;
- The marine village and other recreational facilities in close proximity extend the range of social options available to the centres; and enhance the amenity and identity of the region;
- The provision of significant employment and additional residential in close proximity to Caboolture / Morayfield creates additional demand for the civic functions of the Principal Activity Centre;
- The enhanced economic and employment strength generated by the development will generate very substantial indirect economic and employment flow-ons to the region – anticipated to be in the order of 27,150 FTE jobs and \$52,690 billion dollars over 20 years. The majority of the indirect benefits will directly support Caboolture and Morayfield's regional role;
- The extensive economic and social benefits generated by Northeast Business Park will enhance the region as a business and residential location, potentially being a factor which may add to increasing population growth rates beyond those currently estimated in the SEQRP forecasts. Such additional growth will serve to strengthen the role of Caboolture / Morayfield as the Principle Activity Centre;
- The convenience retail and retail warehousing components will be sized and staged to primarily meet the needs of the development and population growth – ie intentionally sized to support relative self containment rather than market redistribution and staged to meet growing requirements over time; and
- The 'local first' policy of sourcing labour, goods and services locally in preference to external sources has stimulated the local economy and increased the vitality of the region.

5.1.8.2 Northeast Business Park Role

The NEBP site has been acknowledged in Council's Planning Scheme as for its District Industry role. As proposed, Northeast Business Park will become a significant economic and employment centre, and due to its unique locational attributes and integrated development mix, will provide substantial social and recreational activities and benefits.

Accordingly, it is suggested that NEBP will function as the equivalent of a mid order centre, primarily due to the extent of employment generation, supplemented by the Marina Village, the other complementary uses and its role in facilitating greater public transport.

Development and Precinct Intents and Code provisions in the NEBP Area Plan will provide statutory guidance to ensure that the roles and viability of existing centres are maintained.

5.1.9 Recreational and lifestyle precincts

As discussed, the cutting edge of MIBA development design involves catering for the macro trends associated with the changing face of business and industrial development. With the trends towards high value, knowledge based industries with greater commercial components comes the need for the creation of attractive, complete work environments with high standards of amenity.

Whilst this amenity demand can and will be partly met by measures such as building design guidelines and quality landscaping, Northeast Business Park presents an outstanding opportunity to provide an integrated and complete living and working environment by the co location of significant social and recreational opportunities.

Additionally, the Caboolture community has expressed a resounding desire to have access to a wider range of social and recreational options than currently available in the region. Northeast Business Park has the clear ability to address the needs of both the development occupants and the existing community.

The marina precinct and marine village is designed as the social heart of the development – providing highly desirable lifestyle options, particularly restaurants, cafés, limited appropriate retail, tavern and open plaza. Similarly attractive is the establishment of the championship golf course and clubhouse.

Overall, the development areas of Northeast Business Park are set within over 420Ha of open space, including approximately 9km of river frontage along with other social and recreational options including:

- Playing fields;
- Heritage park;
- Walking and cycling tracks;
- Rehabilitation areas, wetlands and landscaped open spaces;
- Community nodes and facilities;
- River access and river recreation pursuits; and
- Hotel and Conference facilities.

The ready availability of these social, recreational and environmental areas combine to help make Northeast Business Park a unique development opportunity and a vastly more attractive location for businesses to choose to locate, than would otherwise be the case. Provision of such a package is seen to be essential to allow Caboolture to emerge as a superior location in a highly competitive regional, national and international marketplace.

5.1.10 Need for the Golf Course and Clubhouse

The golf course and clubhouse is not related to the locational requirement of the marina, but is seen as another significant component of the amenity and lifestyle package combining to make the MIBA an

exceptional business location proposition, and providing amenity and lifestyle benefits to the residential development on the site and in the region. The golf course also provides a significant feature supporting the hotel and conference centre.

There are currently only three golf courses in the Shire of Caboolture, being Caboolture, Woodford and Pacific Harbour at Bribie Island. Of these, only Pacific Harbour is of championship standard. The closest other championship golf course is at North Lakes.

The provision of the golf course within the development in the location proposed is seen to be of benefit to the region and the highest and best use of that land for a number of reasons, including:

- It is equally attractive to business occupants in the MIBA, residents in the development and to people in the community;
- The golf clubhouse provides a community hub of a higher quality and with greater facilities than would be derived from a community title development in it's own right;
- It provides a beneficial use of currently degraded land which is flood prone in peak events;
- It provides a high amenity buffer and outlook between land uses;
- The golf course provides a significant feature supporting the hotel and conference centre – the provision of which is of significant benefit to the region due to a lack of quality hotel and conference facilities in the region;
- Whilst being designed to be drought tolerant and minimising water use, it provides a beneficial use for recycled water currently being released directly into the Caboolture River. Irrigation of recycled water onto the golf tees and greens allows the water to be polished before discharge;
- The landscaping works required for the construction of the golf course provide the opportunity for planting of substantial rehabilitation areas incorporating leading WSUD practices, providing scope for further polishing of stormwater from the MIBA, Marina and residential areas;
- The landscaping works within the Raff Creek catchment provides the opportunity for water polishing of stormwater from substantial external catchments, creating scope to improve the quality of stormwater current discharging through Raff Creek. We note that the golf course landscaping will incorporate native plants which are not dependent on fertilisers; and hence will have a beneficial, rather than detrimental effect on Raff Creek catchment;
- The golf course provides the opportunity for highly sought after golf frontage villas and houses, providing a housing choice underrepresented in the region; and
- The use of golf buggies by residents doubles as a convenient, quiet and environmentally friendly alternative for limited travel within the development.

Urbis were commissioned to prepare a report to assess the demand for a championship golf course at NEBP. The report found that:

- Assuming residential development begins in 2011, the course would be viable in 2014;
- The course would have little effect on the existing Caboolture and Woodford courses, due to a different standard of course attracting a different market;
- There is potential that the site's location between North Lakes and Pacific Harbour could lead to the recognition of a golf hub or node, attracting visitors and tourists to the area. The co-location of the course with the marina and the hotel and conference facility could also help achieve this potential.

The Urbis report is included as *EIS Appendix E6*.

5.1.11 Need for the Residential Precincts

Whilst the key 'drivers' for the development are the MIBA and the Marine precinct, and the key attractors for the MIBA are the high amenity values associated social, recreational and environmental values of the development, the *keystone* of the development is the residential precincts.

Creating substantial areas of residential development in Northeast Business Park is critical to the success of the vision for a range of reasons:

- Firstly; and most fundamentally, any development requires people to be successful, vital and alive. Residential development provides a 'baseload' of people in close proximity to the commercial and retail precincts for this to occur;
- This 'baseload' of people support the range of recreational and social facilities proposed in the development, integral to attracting high quality businesses; and strongly desired by the local community;
- Northeast Business Park is designed as a complete masterplanned community and residential development is a fundamental component of a complete community;
- Residential areas ensure that there is life and activity on nights and weekends, making better use of facilities, supporting the viability of commercial enterprises and making the MIBA areas safer through greater activity and surveillance;
- The residential population is required to underpin the ability to facilitate public transport links between the development and Morayfield and Caboolture. Such links are vital for the success and efficiency of the MIBA, whilst helping to strengthen the functionality of Morayfield and Caboolture;
- The provision of residential development provides the ability for a relatively high percentage of people to live and work in the same development, allowing the 'commute' to work to be undertaken on foot or bicycle, reducing traffic on external roads;
- The range of residential products to be offered increases the range of residential options available in the region, some of which are currently under represented. Providing housing choices ranging from affordable small lot housing through to premium golf and marina villas, as well as apartment living in a high amenity village environment promises to enhance the character and identity of Caboolture;

- The residential population will be of a scale that requires and supports the provision of a range of social services, not only catering for the needs of the Northeast Business Park community, but providing services for Burpengary residents east of the Highway who are currently isolated from most social services;
- A significant residential population is required to help amortise the rehabilitation and maintenance of the extensive open space areas and community facilities in the site at a reasonable cost. Such rehabilitation and maintenance will be shared amongst all users of the site, however would need to be limited somewhat if left only to the business users; and / or the Council;
- Adjoining land to the south and south east is fragmented, existing Rural Residential development with a sparse existing population and limited redevelopment potential. There is limited land designated or suitable for residential development at urban densities within many kilometres of the site. ie there is no other opportunity to locate the residential population required to support the development within a proximity which would yield similar benefits; and
- Co-location of working and living environments is the most efficient use of space, creates vital and healthy communities and is one of the central principles of the SEQRP.

5.1.11.1 Residential Uses in the District Industry Zone

It is noted that approximately 50ha of land east of Raff Creek is proposed for primarily residential uses, despite that land's current designation in the District Industry zone, and despite the identified need for employment generation in the region. This area is shown below as Figure 5-4.

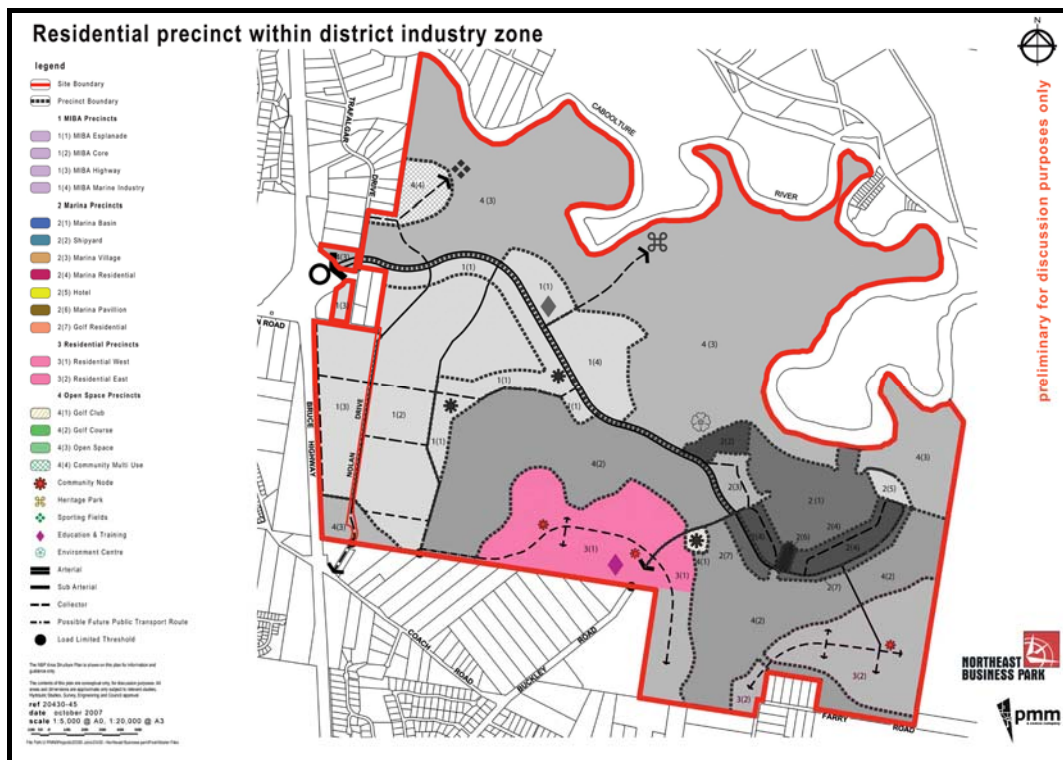
This proposal is based on a number of factors:

- At a structure planning level, residential is considered the most appropriate land use for this area, as Raff Creek provides a natural buffer to the residential precincts, with residential providing better integration with the adjoining the existing rural residential areas to the south and east of the site;
- MIBA development in this precinct would be too far removed from the Highway access, reducing attractiveness to business; and increasing temptation for business traffic to use the Buckley Road / Uhlmann Rd access;
- The residential proposal in this location includes 'enterprise residential' precincts where home business uses are facilitated in housing codes and common facilities – such a precinct facilitates employment, whilst being in keeping with residential amenity;
- The District Industry designation bisects the proposed residential precinct – therefore proposing business and industrial uses in this location would severely compromise the ability to create residential to the south east of the District Industry designation;
- Reduction of residential land area would reduce the development's population below that which would support a primary school. Loss of a primary school undermines the attractiveness of the balance of the residential; and denies the opportunity for existing

Burpengary residents east of the highway to be within a more reasonable catchment for a Primary School;

- The land in question is the most suitable location for a Primary School; and
- The large lot rural residential to the south and east of the site is included in the urban footprint. If, in the fullness of time, this land was to be considered for more intensive urban development the most compatible land use for such land would be residential. The proposal would be consistent with that use, whereas District Industry uses would create a difficult and sub optimum integration issue.

Figure 5-4
Residential Proposals within the District Industry Zoned Land



In addition to the physical attributes associated with the proposed use of this area for primarily residential uses, there are a number of other factors provided by the whole development proposal which mitigate the direct loss of employment from this section of District Industry zoned land. In particular, the development outside of the MIBA is anticipated to generate a total of 2479 direct and indirect FTE jobs through its operation, in addition to construction jobs - thus meeting the primary objectives of District Industry designations being local employment and economic benefits.

These factors are best considered in the comparison of the complete development proposal against a conceptual 'compliant' scheme discussed in *Section 5.5.1*.

5.1.11.2 Need for the Residential Uses in Relation to the SEORP

As outlined in the above sections and in 'Land Use Mix Interdependencies', the development has been designed as an integrated masterplanned community, where each element of the development supports the success and vitality of the other elements. As such, the land use mix is interdependent and can not have any substantive elements removed without adversely affecting the functioning of other elements.

The complete development as proposed clearly satisfies the DEOs, principles and policies more fully than a 'compliant development' proposal limited to the current urban footprint boundary, discussed in *Section 5.5.1*.

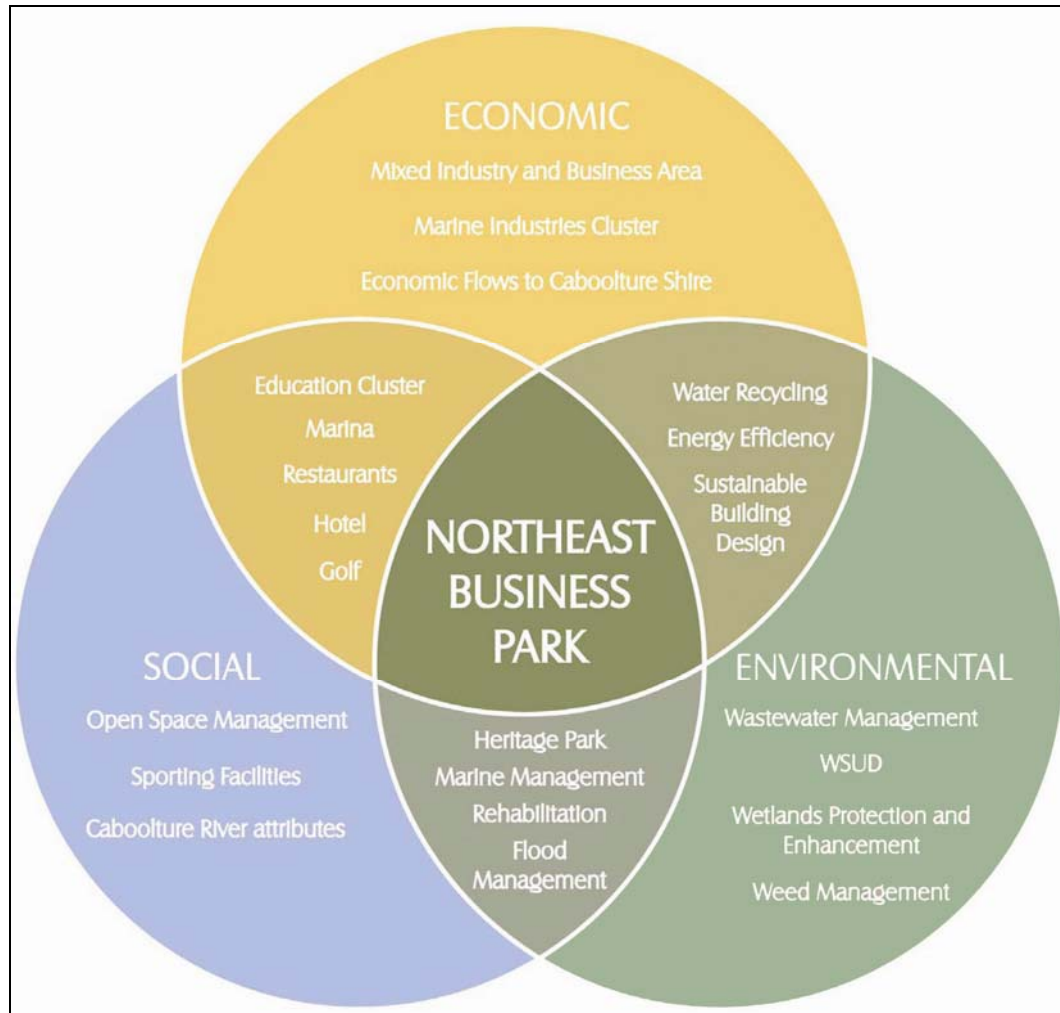
Residential is essential to satisfaction of the above, and could not reasonably be located elsewhere within the urban footprint to provide the same level of complementary support. Analysis of surrounding existing development and zoning plans, reveals that the vast majority of land in the vicinity of the development is either already developed, primarily for Rural Residential purposes, or subject to flooding.

There are some areas of fragmented land west of the Highway in Morayfield which may eventually be developed for residential purposes. Whilst residential in this area is well located for potential housing for some of the NEBP workforce and would support the major public transport route, it is obviously less well located in relation to the open space areas and supporting the Marina Village, and is much less conducive to promotion of walking and cycling. Residential in this area would obviously not support the provision of a Primary School east of the Highway.

When considered in conjunction with the necessity for the MIBA and the Marina, both of which require local residential to optimise their potential, the need and desirability to co-locate the residential with these uses and the lack of alternative residential development areas provides the particular locational requirements necessitating location outside the urban footprint.

Figure 5-5 below illustrates the balanced relationships between the land uses proposed and the interdependencies of these uses necessary to create a sustainable community.

Figure 5-5
Land Use Interdependencies



5.2 ECONOMIC BENEFITS

The need for the mix and balance of land uses proposed has been outlined above. This mix has been developed in order to maximise the relative benefits achieved out of each land use.

The economic benefits to be derived from the NEBP development have been analysed by Urbis. Based on the balance of land uses proposed the report finds that, in addition to substantial development phase jobs and benefits the development will generate the following Full Time Equivalent jobs and Expenditure over 20 years shown in *Table 5-1*.

It can be seen that the number of jobs and the extent of economic benefits is of major significance to the region, as well as to the State Economy. To put these figures in perspective, during the development phase, Urbis's assessment indicates that expenditure of approximately \$2.3 billion will be directly generated across fifteen to twenty years: these costs exceed those of the Gateway motorway upgrade and bridge duplication (at \$1.6 billion) or the Traveston Dam (\$1.7 billion). During this period, a similar amount of indirect expenditure will be generated, of which some 80% will be locally generated.

Table 5-1
NEBP Full Time Jobs and Expenditure

Economic Benefit	FTE jobs (annualised)	Expenditure/Value Added (Million \$)	Over 20 years (Million \$)
Development Phase			
Development Direct	777	\$1912.5	
Development Indirect	770	\$1999.8	
<i>Total Development Phase (Ex Gov)</i>	<i>1547</i>	<i>\$3912.3</i>	
Operational Phase		(Annually)	
Operational Direct	13 685	\$1223.4	\$24 468.0
Operational Indirect	13 464	\$1411.1	\$28 822.0
<i>Total Operational Phase (Ex Gov)</i>	<i>27 150</i>	<i>\$2634.5</i>	<i>\$52 690.0</i>

Source: Urbis

However, the real economic benefit is derived from the ongoing direct expenditure exceeding \$1.2 billion per annum, as well as stimulating flow on benefits in the community exceeding \$1.4 billion per annum.

Job creation through the NEBP project will be derived during the development phase from the construction activities and supporting services, generating approximately 1550 jobs for the Caboolture region across 20 years. Employment arising from the operational phase, whilst dominated by the MIBA, will feature a significant proportion (approximately 10%) attributable to production and consumption induced by the residential, marina and open space activities. In total, some 27 150 jobs would be generated by the operational phase.

Accordingly, the development will be a major contributor helping to achieve the Council's stated goals of building business diversity and capacity in order to meet its self containment strategy outlined in its 2005-2009 Corporate Plan. This plan seeks to have 2 out of every three Caboolture workers living and working in the Shire, requiring 55,000 jobs to be created in 20 years. The Northeast Business Park could meet approximately half of this substantial target through the stimulation of an on-site, local and regional workforce. We are not aware of any other potential development opportunity in the region which could provide such a solid foundation for the growth and economic robustness of the region.

In addition to the direct economic benefits to the local and regional community, broader community benefits will arise through Government revenues generated by the NEBP project. Such benefits will be derived across the development period and through the operational phase, and will accrue to all three levels of government, as shown in Table 5-2.

Table 5-2
Government Revenue

Component	Development Phase (\$ million)	Operational Phase (\$ million, annual estimate)
Federal Government		
GST on all Expenditure	\$218.3	\$264.0
Income Tax	\$56.7	NA
State Government		
Transfer Duty	\$60.4	\$14.8
Land Tax on Raw Land	NA	\$1.6
Local Government		
Rates, Fees and Charges	NA	\$8.0
TOTAL	\$335.4	\$288.4

Source: Urbis

The full extent of these benefits is included in the Economic Benefit Assessment prepared by Urbis, the Marina Demand Analysis prepared by Pacific Southwest, and the Net Benefit Analysis prepared by AEC Group, included as *EIS Appendices D, E1 and E8*.

5.3 SOCIAL BENEFITS

In many ways, the ultimate measure of the merits and benefits of the NEBP development will be the positive effects it creates for and has on the region's community. Clearly, the extent of the local employment generation and stimulation to the local economy outlined above will create substantial flow on effects to be felt throughout the region. Internally, whilst the development has been tailored to create an outstanding living and working environment for workers and residents, it has also been tailored to ensure that it has extensive flow on benefits for the wider community.

5.3.1 Recreational and Lifestyle facilities

The recreational and lifestyle benefits created through the marina precincts and extensive riverfront open space precincts will create local and regional benefits strongly enhancing the image and identity of the region. Beyond the positive effects of the community infrastructure proposed it is further submitted that the creation of a marina on this formerly inaccessible part of the Caboolture River will provide a clear strengthening of the region's relationship with Moreton Bay. This enhanced relationship with Moreton Bay may sit well with the forthcoming creation of the 'Moreton Bay Regional Council'.

The social and recreational infrastructure attributes and benefits offered by the development have been discussed throughout the report and particularly through the balance of *Section 5.0*.

Major social and recreational benefits include:

- Provision of a marina, providing enhanced access to Caboolture River and Moreton Bay;
- Marina Village including cafes, restaurants, tavern, retail, plaza, boardwalk, convenience shopping;

- Extensive open space areas including playing fields, heritage park, walking and cycling tracks, river access and river recreation pursuits, rehabilitation areas, wetlands and landscaped open spaces;
- Combined Pre and Primary School;
- Community nodes including Child Care and playgrounds
- Hotel and conference facilities;
- Public transport facilitation;
- Extensive pedestrian and cycle network, with linkages to regional networks; and
- Housing choice and affordable housing;

5.3.2 Social, Cultural and Human Services

Extensive analysis of the current social demographics, community profile, and community opinions was undertaken by the Hornery Institute in their Community Context Study, included as *EIS Appendix F*. This context study was used as a basis for the detailed social analysis included in *Chapter 4.10 of the EIS*. Accordingly, the detailed social analysis is not included here, rather selected elements are discussed as they relate to the development design and planning provisions.

The Community Context Study, and the community engagement process discussed in Section 5.3.5 below was used to help inform the design to cross check the range of services and facilities proposed or able to be provided by the NEBP.

The report analysed the presence and distribution of social and community services in the region. The mapping of social infrastructure showed that, whilst the general region was adequately serviced with a range of fundamental services, the existing rural residential areas of Burpengary East were relatively distant from a wide array of basic social amenities. The NEBP development provides a critical mass of development to support the provision of many of these services which would not otherwise be able to be supported by the existing population densities in Burpengary East.

The Cultural Context Study also undertook a social infrastructure audit to consider the current provision of infrastructure and services on a local and regional basis, and makes a preliminary assessment of additional infrastructure that will be required by the projected population of the NEBP. A summary of the identified social infrastructure required in the NEBP follows:

- Post Office, ATM and Bank required in the local shopping centre;
- some faith based infrastructure required when site is fully developed;
- local shopping centre required east of highway;
- dining precinct is a highly desirable lifestyle attribute;
- access to train station imperative;
- bus routes and interchange imperative;

-
- cycle and footpaths highly desired;
 - 2 community meeting rooms and one multipurpose hall required;
 - integrated P-7 Primary School required;
 - vocational training centre if possible;
 - at least 2 registered childcare centres with adequate baby places;
 - community hub with new regional library desirable;
 - local heritage captured throughout site is desirable;
 - community Police Beat recommended;
 - ambulance layover optional;
 - community health centre with at least 7 GPs required;
 - network of playgrounds;
 - indoor sports centre once population mature;
 - sports clubs desirable at earliest opportunity;
 - hotel possible as part of mix;
 - marina precinct inherent tourist attraction;
 - park network with walking trails and dog-off leash area; and
 - 50 affordable housing beds provided off-site by Housing Trust option

This analysis confirmed that many of the core facilities proposed within the development were indeed required in the region. The detail of this and other demographic analysis however resulted in some changes to the design, such as:

- the inclusion of the P-7 primary school;
- greater retirement living options;
- the creation of the affordable housing contribution initiative; and
- increased focus on the employment and training program.

Other aspects of the analysis has been reflected in precinct intents and code provisions within the proposed NEBP Local Area Plan. Some of these include:

- the recognition of the requirement for GPs and medical services;

- dining and retail allocations;
- community meeting space requirements; and
- formalisation of the community multi use precinct.

Other elements such as police beat, ambulance layover and inclusion of faith based facilities are noted and recognised as matters to be furthered as the development progresses, subject to future agreement with the relevant providers.

5.3.3 Community demographics and housing

The social analysis work undertaken revealed that the Caboolture region was characterised by a broad demographic range, with pockets of significant social and economic disadvantage, as well as relative affluence, an ageing population, increasing ethnic diversity, increased housing costs, decreased proportions of social housing and strong population growth.

These diverse and sometimes opposing characteristics have been recognised and the development concept has sought to address by a number of means. Firstly, the range of employment, skilling and economic benefits anticipated will in itself help address some of the areas of disadvantage. Further, a wide range of housing and accommodation options have been proposed in order to cater for the broad demographic and socio economic spread of the community, as well as recognising the changing demographic characteristics brought by residents to new developments such as North Lakes and Pacific Harbour, who will also choose to reside at NEBP.

To this end community equity is enhanced by provision of a broad choice of housing alternatives ranging from highly desirable marina and golf frontage housing and apartments, medium density, family housing, as well as at grade and apartment retirement living options. Affordable housing and changing household structures are addressed by a range of smaller allotments and smaller apartments meeting price points and detached studio apartments in outbuildings or on top of garages;

Finer grained methods to achieve greater affordability include 'enterprise residential' home business facilitation, enabling the synergies associated with home businesses. Other detailed measures are proposed such as designing units with dual bedrooms / dual bathrooms to facilitate differing family circumstances or shared housing.

A further initiative is the voluntary provision of an affordable housing levy to be directed to a trust fund used by a non profit agency to help leverage the provision of affordable housing in the area.

5.3.4 Image and Identity

The studies further found that there was a disparity between the area's image, as seen from an outsider's perspective and the area's identity as perceived and experienced by residents.

The image of Caboolture as perceived by outsiders was found to often be one of relatively negative social issues such as welfare dependency, low cost housing, the Woodford correction facility and increasing traffic congestion on the Bruce Highway. Yet the community's own identity was seen to be much more positive, where residents saw the area as having diverse coastal and hinterland experiences, as friendly, safe and relaxed with a welcoming urban yet country feel, as well as being home to major festivals such as the Woodford Folk Festival. Despite the levels of community pride,

residents however were well aware of deficiencies such as the need for greater local employment, improved public transport and the need for greater lifestyle amenities.

It is considered that the development concept for NEBP has the potential to be a significant factor helping to address both the image and identity of the region – addressing areas of resident dissatisfaction whilst demonstrating greater positive attributes to outsiders, potentially helping to increase the recognition of other positive Shire attributes.

5.3.5 Consultation and Engagement Process and Feedback

5.3.5.1 The EIS Consultation program

The Northeast Business Park project has adopted a broad consultation and engagement process as a strong foundation of its approach, in order to inform the design considerations and the EIS technical studies.

A Community Engagement Plan was prepared by Three Plus and a wide variety of communication tools developed. The following information summarises some of the key processes and findings contained in the Community Engagement report prepared by Three Plus, included as *EIS Appendix G*.

In addition to major Community and Agency Information Days the program was extended to include Business Sector community engagement, targeted interest groups consultation, potentially affected groups and elected representative briefings.

Feedback mechanisms included a toll free project inquiry line, email and qualitative surveys. Project information was also available on the project website and included links to the Coordinator General's site, Initial Advice Statement, draft Terms of Reference, Terms of Reference and Northeast Business Park concept map, newsletters, media and fact sheets/posters.

5.3.5.2 Communication and engagement activities

Major communication and engagement activities included:

- The delivery of two Community Information Days: The most recent being Saturday 11 August 2007;
- Two all agencies meetings on site and key stakeholder group meeting hosted by Northeast Business Park Pty Ltd, which included site tours;
- Council collaborative planning meetings including monthly Core group meetings supplemented by social planning, engineering and environmental technical staff meetings to address Development Application requirements and EIS TOR requirements;
- An ongoing attitudinal survey to canvas community views;
- A local residents newsletter and survey to canvas specific neighbourhood, stakeholder, benefits, impacts and views;
- Community information booths at the Caboolture Sustainability Expo, Sydney Boat show and Sanctuary Cove Boat show;

- Two business sector information evenings and Community and Chamber of Commerce presentations;
- Media meetings including site tours;
- Consultation with environmental stakeholder groups, including site tours;
- Meeting and information dissemination with recreational fishing anglers, recreational boat club and aquaculture industry representatives;
- Individual local councillor representatives briefings and three local resident potential impacts workshops;
- Indigenous Australians tour identified with particular interests in the site meetings and site; and
- Individual resident and stakeholder response to enquiries and comments via, phone, facsimile, face to face discussion, letter or email.

5.3.5.2 Consultation Reach

The result of this consultation was extensive reach. Some of the major processes included:

- Newsletter Distribution:
 - o 52,000 individual households in Caboolture Shire Council x 2 newsletters;
 - o 19 elected representatives required duplicate copies for distribution;
 - o 248 community based organisations; including recreational, human services, religious, health, schools and sporting groups;
 - o Four print media and four radio stations;
 - o Twelve (12) environmental groups were contacted and site tours and individual consultation provided to 4 agencies;
- Business sector presentation evenings were also organised to raise awareness of Northeast Business Park and the EIS process, and to canvass views of the commercial and light industry sector. A further breakfast presentation was provided 24th August, with 116 businesses invited;
- Information and Enquiries:
 - o Approximately 83,305 Web hits;
 - o 795 individual responses to public enquiries were made via letter, email and phone call; and
 - o Two Community Information Days, total of 542 attendees

A total of 2,467 stakeholders have been consulted during the EIS process, with a further 350 members of the community anticipated to participate in the continuing community consultation activities over the immediate post EIS submission phase.

Apart from a broad media promotion, a total of 55,404 stakeholders (including 52,000 households) have had information distributed to them and an opportunity to participate in the EIS consultation program extended.

Significant outcomes of the extensive community consultation included; the high level of community awareness of the project, the active participation by key stakeholder groups and the identification of community values that were tracked progressively and informed the development of the design and the EIS technical studies. In addition, specific community issues were identified for directly affected residents through feedback mechanisms and referred to the project team for further investigation.

5.3.5.3 Community and Stakeholder Feedback

As indicated, the engagement process undertaken by Three Plus and the Hornery Institute resulted in extensive feedback being received throughout the course of the engagement process occurring from September, 2006 to November, 2007.

In order to provide an indication of the feedback received a selection of results from the combined feedback results for May – September 2007 are provided below. This feedback is summarized from the Three Plus Consultation report and refers to data drawn from the following:

- Survey questionnaire delivered by letterbox drop to 1,100 Burpengary residents (52 questionnaires returned); and
- Feedback form distributed at:
 - o three community workshops held on 7, 8 and 9 August;
 - o the Community Information Day held on 11 August;
 - o the All Agencies Meeting held on 14 August; and
 - o the Business Breakfast held on 24 August 2007 (78 forms returned)

The first survey questionnaire included two components:

- preference rankings for nine potential facilities for the proposed development; and
- open ended questions seeking comment on:
 - o potential project benefits;
 - o possible project limitations; and
 - o any other responses.

The second survey form included four main components:

- name, contact details and request for newsletter
- expression of interest to be involved in the site rehabilitation
- preference rankings for 14 potential facilities for the proposed
- development plus open ended question for other facilities; and
- open ended question seeking comment and views on the project

Site Rehabilitation

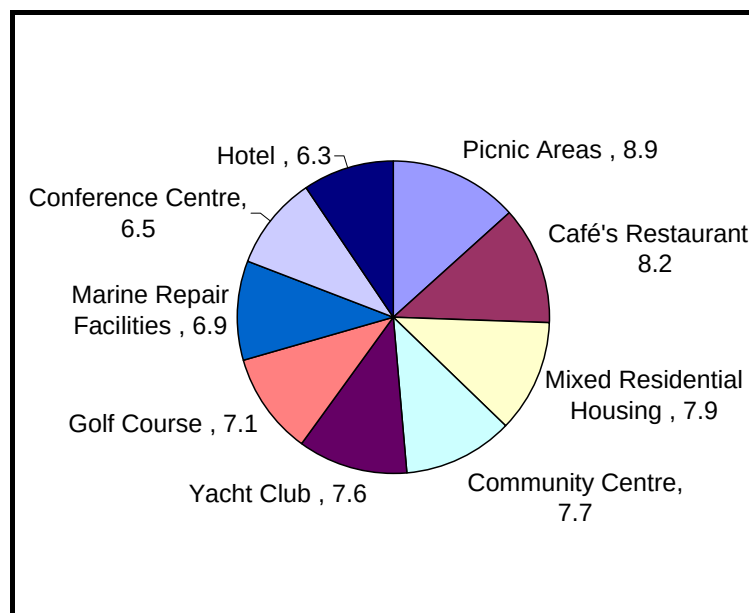
Some 45% of respondents to the second survey form (35 of 78) expressed an interest to be involved in the site rehabilitation. Four respondents wanted to be kept informed and six wanted to help wherever needed. Other suggestions ranged from offered contributions to research, planning, clean up and tree planting.

Community Facilities

Attitudes and preferences were gauged regarding the facilities proposed within the development. Respondents were asked to rate facilities on a scale of 1 – 10, with ten being the highest.

The results are shown on *Figure 5-6* below.

Figure 5-6
Community Facilities Preferences



Source: Three Plus

Five further suggested facilities were included for preference rankings on the second survey form (but not on the first survey questionnaire). The additional five ranked facilities in descending order of respondent preference rankings were:

- Walking tracks (8.9)
- Cycling Tracks (8.1)
- Marina (7.9)
- Boat Ramps (7.8)
- Boutique Shops (6.5)

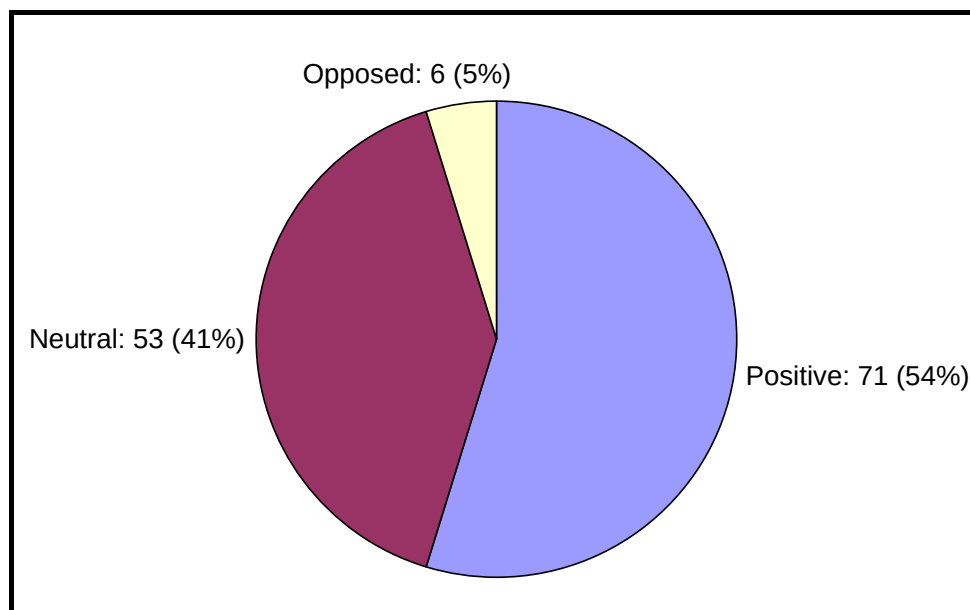
Both surveys revealed a generally very high level of support for the facilities proposed. Interestingly, the results were remarkably balanced across the range of facilities. The results indicate that there is a demand for each of the facilities surveyed and that the balance of land uses proposed is generally supported.

Overall Community Attitudes

Figure 5-7 below summarises overall community attitudes to the project. Overall community attitudes were categorised as:

- Positive, if 100% of an individual's responses were in favour of the project.
- Negative, if 100% of an individual's responses were opposed to the project: and
- Neutral, if respondents gave no positive or negative comment; or gave a balance of both negative and positive responses.

Figure 5-7
Community Attitudes



Source: Three Plus

Note that overall community attitudes relates to the classification of an individual's attitude to the project. Later analysis refers to classification of the responses. As individuals may provide a multitude of responses the tally is higher in the response sections.

Content Analysis of Open Ended Questions

The combined results for the content analysis of the open-ended questions on the first survey questionnaire and second survey form are presented below in *Table 5-3* in order of the greatest number of responses.

Results were assessed across one of three project focus categories, namely:

- positive project benefits,
- negative limitations and
- neutral comments.

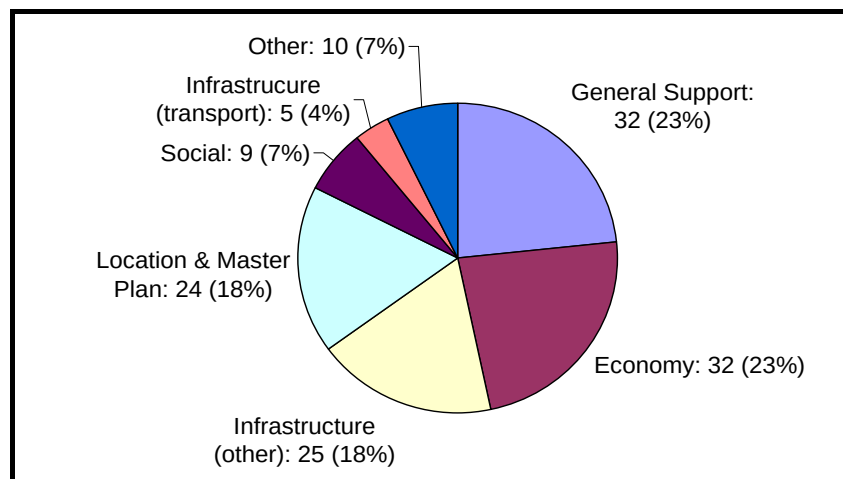
Table 5-3 Combined Content Analysis of Open Ended Questions				
Social Variables	No. Benefits	No. Limitations	No. Other Comments	Total
Infrastructure (other)	25	-	45	70
Location & Master Plan	24	1	9	34
Economy	32	-	-	32
General Support	32	-	-	32
Infrastructure (transport)	5	10	12	27
General Enquiry	-	-	18	18
Water Resources	4	5	5	14
Social	9	-	3	12
Land	4	1	4	9
Nature Conservation	2	1	2	5
Air	-	3	-	3
Coastal Environment	-	2	-	2
Noise & Vibration	-	2	-	2
Health & Safety	-	2	-	2
Hazard & Risk	-	-	2	2
Cultural Heritage	-	-	1	1
General Opposition	-	1	-	1
Waste Management	-	-	-	-
Total individual comments	137	28	101	266

Community Response on Project Benefits

Combined analysis of the community's identification of project benefits is presented below in *Figure 5-8*. The top six beneficial impacts identified by respondents were:

- General Support: 32
- Economy: 32
- Infrastructure (other); 25
- Location & Master Plan: 24
- Social: 9
- Infrastructure (transport): 5

Figure 5-8
Community Identification of Project Benefits



Source: Three Plus

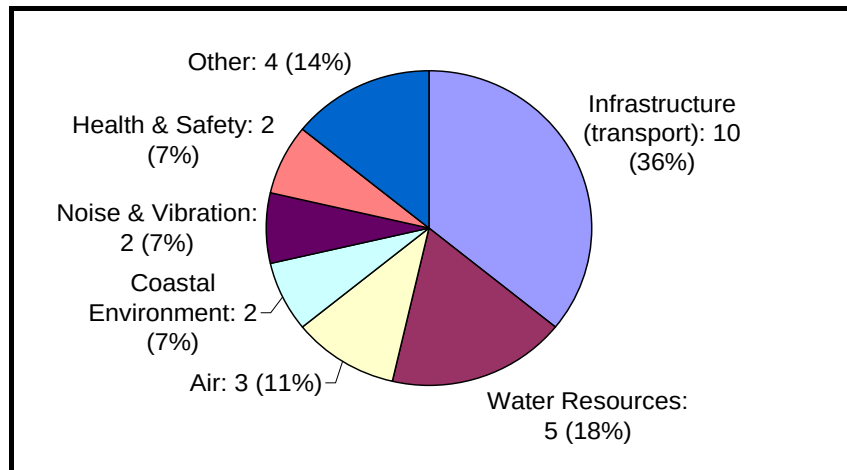
Community Response on Project Limitations

Combined analysis of the community's identification of project limitations are presented in *Figure 5-9*, with the top six negative impacts identified by respondents being:

- Infrastructure (transport): 10
- Water Resources: 5
- Air: 3
- Coastal Environment: 2
- Noise & Vibration: 2

- Health & Safety: 2

Figure 5-9
Combined Project Limitations



Source: Three Plus

Community Response on Other (Neutral) Comments

Combined analysis of the community's neutral comments about the project identified six categories that received significant mention:

- Infrastructure (other): 45
- General Enquiry: 18
- Infrastructure (transport): 12
- Location & Master Plan: 9
- Water Resources: 5
- Land: 4

Summary

The engagement process has proven to be an extremely valuable exercise for both the proponent team, and we believe, the community. Whilst the project has been generally well received throughout, it is notable that the majority of initial concerns expressed by stakeholders at the commencement of the project appeared to have been largely allayed by the provision of more complete information, as well as by changes and improvements through the design process, undertaken with the benefit of initial feedback.

The combined feedback results included above reflect the overwhelmingly positive feedback received for the development. The overall community attitudes result revealed 54% providing 100% positive feedback Vs only 5% providing only negative feedback. Of comments received from open ended questions, positive comments outweighed concerns by nearly 5 to 1.

Responses reporting project benefits totalled 137, with economic benefits, (community) infrastructure and the location / master plan receiving the most specific recognition, combining with a high response for general overall support.

Responses for project limitations were much more limited in volume, with only 28 completely negative responses received. Of these, traffic remained as the most significant concern, followed by water issues. We note that analysis of many of the specific concerns that were identified in areas such as access to community facilities, flood modelling, environmental, traffic, housing mix and social amenity were already resolved by design or being actively addressed through the EIS.

The neutral comments of course consists of both positive and negative sentiments. . We note that many of these comments were of the nature of provisional support – ie support for the project provided that one or more specific issues were to be addressed. Other comments included suggestions of potential elements that respondents would particularly like to see in the development – a number of which have been incorporated into the design or are valuable suggestions for detailed consideration at later stages of the

Overall, it is considered that the degree of community support attained is exceptionally high for a project of this magnitude. The data, whilst strongly supportive, does not quite capture the community sentiments generally experienced by the project team at the Community Open Days – where the feeling of support was more tangible and personal.

It is considered that the extensive engagement processes undertaken to date provides a strong foundation for ongoing consultation through the approval processes, as well as engendering community awareness and support for the project, which is critical for the achievement of the project's development objectives.

5.3.6 Active Partnerships with Environmental and Community Groups

5.3.6.1 Caboolture Regional Environmental Education Centre (CREEC)

One outcome of the engagement process has been the establishment of linkages with a number of community groups and members who can work in partnership to achieve mutual aims.

One such partnership has been formed with Friends of Caboolture Regional Environmental Education Centre (CREEC) who agreed with Northeast Business Park to apply for funding through a Federal Government Envirofund Round 10 'Coastal and Marine' Grants to trial a pilot project for to establish a process for the stabilisation and rehabilitation of the river bank. The results of this pilot are to inform the process to be used for the entire 9km of river bank requiring rehabilitation.

In addition to the technical advances the aim is also to foster long term relationships with local community members and environmental groups. An additional membership of more than 30 local community residents has occurred as a result of community consultation whereby local residents are keen to participate in the planning and rehabilitation of the site including the riparian buffer zones, river bank stabilisation and fauna corridors.

The Envirofund pilot project application demonstrates the maturity of the relationship between key environmental group members and Northeast Business Park in the rehabilitation of the site and creation of environmentally responsible, recreational spaces.

Further, NBP is keen to source supplies of local species of native plants and grasses for use in landscaping the riparian buffer zone and open space areas of the proposed development site. NEBP recognised that CREEC has significant expertise in the propagation of local species. If NEBP's development proposal is successful it has been arranged that the CREEC nursery will supply these species on a commercial basis.

NEBP has also provided a sustainability contribution to the nursery of \$10,000.

5.3.6.2 CADET

Another important relationship has been formed with CADET, who are a local not-for-profit, community based organisation that provides a wide range of employment and training services. CADET won a tender posted by NEBP's Equity Employment and Training Advisory Group for provision of education and training services to NEBP.

CADET Training & Employment provide:

- Job Network – Job Placement & Recruitment Services;
- Group Training – Traineeships, Apprenticeships & School-based trainees;
- Training College;
- Youth Pathways.

A Memorandum of Understanding was developed and signed between CADET Employment and Training and Northeast Business Park., which outlines the framework for the formalisation of a business relationship between the two parties.

Namely, CADET Employment and Training will act as the lead employment agency to provide a central point of contact to liaise and coordinate collaborative partnerships with regional training and employment agencies. for a minimum of three years.

The principles of this initiative are to:

- Appoint experienced staff who will manage the recruitment and training components of Northeast Business Park during construction phase.
- Agree to meet as required with representatives or their delegates in order to develop an effective association with Northeast Business Park.
- Respond and act upon complaints that may be received in relation to the courses and the teaching personnel.
- Enrol students and issue completion awards, certificates and accreditations to participants.
- Provide a consistent quality of tailored training delivery, with nationally accredited training outcomes (where applicable).

- Actively engage all elements of the community to promote employment and training opportunities.
- Ensure that all records are maintained in accordance with Privacy Legislation.
- Provide regular reports as required.
- Create networks and pathways for advancement, through full time and part time traineeship and apprenticeship programs.
- Foster relationships with Schools.
- Liaise with Federal and State Government labour projects and funding bodies to conduct specific training programs for skills required by employers.

Recycling and Resource Recovery

In addition to the vital education and training initiatives proposed, CADET have also recently been awarded management control of Council's land fill site, which CADET plan to run in a similar manner to the existing programs in operation at the Caloundra land fill, which they also manage. CADET's approach adopts a strong emphasis on recycling and resource recovery, which can be integrated into education and training programs. This combination of physical systems and training provides a strong synergy with the industrial ecology principles proposed for the NEBP design and operation.

5.4 ECOLOGICAL BENEFITS

Ecological measures and benefits associated with terrestrial and water quality are discussed below. Discussion regarding the ecological values and benefits relating to design and use of business and the built form is discussed in *Section 6.0*.

5.4.1 Rehabilitation

As described in S3.3 Site Characteristics, the site is a former pine plantation which has been farmed for generations. Accordingly, the areas of vegetation and habitat are isolated and limited. Accordingly, the long term ecological strategy for the site relies conservation of existing significant vegetation and habitats and, moreover, upon extensive rehabilitation and effective management.

The aim of the rehabilitation is to create clear ecological net benefits arising out of the development. A total of approx 420Ha of the site will be utilised for open space, a significant proportion of which will be allocated for protection and rehabilitation, as shown on the NEBP Structure Plan (*Figure 4-3*).

The most significant rehabilitation area is to occur within the 100m riparian rehabilitated buffer along the site's 9km frontage to the Caboolture River. The rehabilitation program will create and support substantial flora and fauna communities, providing a significant ecological buffer to the Caboolture River. Particular attention is to be placed upon the rehabilitation of the river bank, as evidence suggests that lack of riparian vegetation is the most significant factor in the vulnerability of river bank erosion.

Importantly, this rehabilitation will create the opportunity for ecological corridors to link East – West along the Caboolture River and North – South along Raff Creek and through the southern Melaleuca Wedge, as well as enhancing broader corridors to the north and west across Caboolture River.

Place Planning and Design have prepared a Landscape Master Plan guiding the landscape approach to achieving environmental rehabilitation objectives. In addition to the riparian rehabilitation, the major enhancement initiatives include:

- conservation of remnant vegetation and rehabilitation of disturbances to that vegetation;
- artificial wetland establishment as stormwater treatment components under WSUD strategies;
- rehabilitation of disturbances from bulk earthworks and flood mitigation works;
- buffering zones between conservation areas and development areas;
- rehabilitation and expansion of creek line riparian vegetation buffers;
- landscaping strategies for the golf course to achieve habitat and water quality objectives;
- fauna habitat development planting strategies;
- extensive street landscapes;
- encourage of community and environment group participation in rehabilitation of the site environment; and
- an Environment Centre demonstrating sustainability principles and encouraging such strategies in the private development domain

Rehabilitation requirements have been embedded in the NEBP Local Area Plan and in the Open Space Precinct Intents, Overall Outcomes and Specific and Probable Solutions. Such controls will reinforce rehabilitation requirements to be included in Preliminary Approval conditions to ensure that sensitive areas are protected and enhanced.

5.4.2 Rehabilitation and Water Quality

A critical objective of the development is to actually improve the water quality in the Caboolture River as a result of the development. This objective has formed a substantial basis for many of the landscaping and rehabilitation strategies.

A stormwater management framework has been prepared by Parsons Brinckerhoff with additional detail provided by Cardno. They have found that the primary ways in which this can be achieved include:

- **Use of recycled water.** The beneficial reuse of recycled water from the Caboolture South treatment plan will divert approximately 2.6ML/day of recycled water from the Caboolture River onto site for use in non potable uses. This reduces demand for potable water and polishes the water before it enters the river (refer to *EIS Appendix W1 Environmental Impact Assessment Water Supply and Sewerage Systems* prepared by GHD);
- **Water Sensitive Urban Design – Regional.** The study undertaken by Parsons Brinckerhoff indicated that approximately 20 tonnes of pollutants and sediments flow

through Raff Creek to the Caboolture River from external catchments. The NEBP development provides a perfect opportunity to create regional wetland and water polishing treatment trains to improve this water quality before it enters the river;

- **Water Sensitive Urban Design – Local.** The use of best practice WSUD principles will be a feature throughout the site, controlling stormwater quality generated from the development areas; and
- **Golf Course Water Sensitive Design.** The construction of the Golf Course provides an opportunity to design the earthworks and the planting required as a series of WSUD treatment trains. This allows the extent of the WSUD treatment train to be extended significantly, increasing the total polishing capacity of the treatment train. Use of suitable native species is required in order to meet polishing objectives, whilst ensuring that nutrients are attained from the polishing, rather than requiring supplementary fertilisation.

The PB report forms *EIS Appendix H1* and the Cardno Report *EIS Appendix H2*.

5.4.2.1 Marina and Caboolture River Water Quality

One of the EIS key benefits of marinas is that they enable responsible management, storage and repair of boats, avoiding much of the environmental damage caused by unregulated usage and maintenance issues, such as improper use of antifouling and effluent disposal

The creation of best practice shipyard facilities provides convenient access to boat users to environmentally safe and effective maintenance facilities. Additionally, the marina will provide access to sewerage pump out facilities, dramatically reducing the extent of illegal effluent disposal.

The marina is controlled by a lock facility, providing a buffer between the marina and the Caboolture River and enabling further regulation of water quality.

As the marina is creating additional water, clear scope exists to enhance the extent of viable fish habitats, as previous studies undertaken by The Ecology Lab have demonstrated an increase in fish in and around marinas. The habitat creation ability is enhanced by the bank rehabilitation program mentioned above.

Detailed consideration of environmental issues, measures and treatments have been assessed in detail throughout the applicable Chapters of the EIS, drawing upon the relevant technical studies. including:

- *EIS Appendix L1 – Terrestrial Ecology Assessment Report – Cardno Environment.*
- *EIS Appendix L3 – Marine Ecology – Aquatic Ecology Assessment Report*
- *EIS Appendix P – Landscape Masterplan – Place Environmental.*

5.5 PROJECT ALTERNATIVES

The Northeast Business Park is a unique development specifically tailored to meet the needs and opportunities provided by a unique site. The need for the MIBA and regional employment, the need and specific locational requirements of the marina, and the interdependencies between land uses

requiring high amenity environments supported by a critical mass of local residential have all been outlined above.

The EIS Terms of Reference has requested an analysis of an alternative proposal which “does not require disturbance to the bed and banks of the Caboolture River and which would provide appropriate vegetated buffers between tidal lands and all development related impacts”

Whilst, with rare exception vegetated buffers are being left or created between tidal lands and development areas, this request essentially requires the omission of the marina precinct from the alternative proposal.

The other areas for which specific explanation of rationale has been required are:

- The need for the residential development outside the Urban Footprint of the SEQRP;
- The need for residential development in land designated as District Industry in the Caboolture Shire Plan; and
- The need for the extent of commercial and retail uses within the development.

Essentially, all of these elements relate to aspects of the development which were not fully anticipated or catered for in Council's Planning Scheme, and / or are outside of the Urban Footprint.

Accordingly, it is considered that the most comprehensive means of addressing these matters is to consider the comparative benefits of an alternative proposal which was fully compliant with the current provisions of the Planning Scheme, with development restricted to the current Urban Footprint boundary.

5.5.1 Compliant Scheme comparison

In order to illustrate the comparative benefits of the proposal, against one which followed the current provisions of the Town Plan and the current Urban Footprint, an alternative 'compliant proposal' has been conceived.

This proposal is based on development within the urban footprint boundary, which is based on and coincident with the District Industry zoning boundary. The proposal adopts 'traditional' District Industry uses which accord directly with the Shire Plan requirements for District Industry. Accordingly, within the Urban Footprint, the proposal differs in the following areas:

- Commercial percentage in industrial uses limited to a maximum 25% as per the Shire Plan;
- No retail warehousing;
- No child care;
- Area east of Raff Creek within Lot 10 above flood to be used for District Industry.

Of, course, the 'compliant' proposal would not extend beyond the urban footprint, and therefore does not include:

- the marina, shipyard and therefore, the marine industries cluster;
- marina village, including restaurants, cafés, tavern, plaza, convenience shopping;
- most social facilities;
- all residential uses;
- resort and conference facilities;
- golf course and clubhouse;
- marina pavilion and other community facilities;
- education and training facility linked to marine industries cluster;
- the primary school; and
- retirement living.

Removal of these attributes drastically undermines the holistic vision of the project, significantly reducing the overall amenity underpinning the strategic attractiveness of the MIBA in the regional and national marketplace, it's ability to attract high value businesses, the employment density able to be generated, and thereby its ability to help address the employment shortages for the region. Many businesses which may be attracted to the NEBP development from interstate or overseas due to the integrated benefits may otherwise not choose to locate in SEQ at all.

The lower value businesses attracted to the development would be less likely to achieve the design standards sought in the development vision, further reducing flow on attractiveness and reducing sales rates. The lower employment densities and overall employment generation capability of the precinct would be likely to cause Council to seek to designate other, less well located land, for industrial uses in an attempt to meet their employment targets, however less suited industrial land would also struggle to attract the high value businesses targeted within Council's Economic Development Action Plan.

In addition to reducing the strategic attractiveness and therefore value of the land designated for development, the uses which would be lost are very substantial economic generators in their own right, many of which have flow on effects throughout the economy.

An economic analysis of this comparison proposal was undertaken by Urbis. This analysis found that the employment and expenditure directly generated from the development was sharply reduced in both the development and operational phases of the development.

Table 5–4 below presents the summary findings of the comparison.

Table 5-4
Economic Summary of Comparative Schemes

	Full Time Equivalent Jobs	Direct Expenditure (\$ Millions)
DEVELOPMENT PHASE		
NEBP Proposal	777	\$1,912.5.0
Compliant Scheme	255	\$627.8.0
Difference	- 522	- \$1284.7
OPERATIONAL PHASE (Ongoing jobs + annual expenditure)		
NEBP Proposal	13,685	\$1,223.4
Compliant Scheme	10,143	\$913.9
Difference	- 3,542.0	- \$309.5

Source: Urbis

These differences demonstrate the stark differential between adoption of a synergistic development, tailored to the site and the region, and one in which a single land use is adopted, ignoring the wider attributes and opportunities offered by the site and needed in the region.

The difference in proposals is most graphic in terms of construction jobs and expenditure, both of which are slashed to about 1/3 of the full proposal. 3,542 FTE ongoing jobs worth over \$300 million annually are also lost to the community.

For the sake of this comparison, only direct effects were modelled. Based on the overall analysis for the development, the indirect jobs generated are approximately equivalent to the direct jobs generated, with economic flow-ons generally slightly higher than direct economic benefit. Therefore, it could be estimated that the total extent of the reduction of benefits to the community and economy would be approximately double the direct loss of benefits. In operational phase alone this would amount to the reduction of over 7,000 FTE jobs and \$600 Million per annum.

The compliant scheme comparison is found in S5.5.1 of the Business Park Assessment prepared by Urbis, included in *EIS Appendix E3*.

5.5.1.1 Social, Recreational Benefits and Regional Identity Comparison

A comparison of the social benefits between the complete proposal and the 'compliant' proposal was even more obvious and graphic: None of the social and recreational facilities included in the list above were able to be offered to the MIBA occupants and the community.

The social analysis work undertaken for the project indicated that many social and recreational opportunities and services were lacking across a number of areas in the region. In particular, the lifestyle amenities to be offered in the marina village such as cafes, restaurants and tavern in a marina environment were lacking or underrepresented in the region. When viewed in conjunction with the golf course and clubhouse, marina pavilion, motel, and extensive open spaces, the lifestyle and amenity benefits were seen to be of great benefit to the community. This fact was strongly supported in direct community feedback received throughout the engagement process.

The combination of these factors strongly indicates that the complete proposal adds sufficient social and recreational benefits such that it would tangibly improve the image and identity of the region also helping to reposition Caboolture in the regional business and industry landscape. This identity enhancement is further strengthened by the physical and conceptual linkages to the Caboolture River and Moreton Bay generated by the marina development – a linkage which has been ‘hidden’ from the community by the private ownership of extensive frontages to the Caboolture River over generations.

These benefits would be all but lost in the case of a ‘compliant’ proposal.

In addition to the direct loss of employment and economic benefits, the ‘compliant’ proposal undermines many of the indirect and flow on benefits of the complete proposal. These include reduction or removal of critical mass of population required to support social facilities and services. These effects include:

- greatly reduced ability to facilitate public transport links to Morayfield and Caboolture;
- greatly reduced ability to support services such as health and medical, primary school, emergency services; and sporting facilities;
- reduced economic benefits to the local economy reduces the community’s ability to afford other social benefits in the community;
- removal of the affordable housing levy intended to help address housing accessibility in the region;
- loss of residential diversity and options, some of which are essentially impossible to replicate in the region;
- increased commuting to employment; and
- conflict with intents of the SEQRP, particularly the inability to link employment, recreation and living areas in the one locality.

If developed in isolation, the District Industry area would be virtually deserted at night, leading to safety and security issues and costs in both the District Industry area and the adjoining riverfront open space.

5.5.1.2 Ecological

The compliant proposal would of course, not require disturbance of the bed and banks of the Caboolture River, however, it is noted that the area river being breached for the marina is, like most of the site, heavily disturbed by former practices.

The economic ability to address the ecological rehabilitation and maintenance needs of the riparian rehabilitation along the river and within Raff Creek and open space would be reduced on a proportionate basis relative to the reduced development size. Land outside the urban footprint would be likely to remain in its currently degraded state.

It is acknowledged that the compliant proposal would not generate marine traffic on the Caboolture River, and the operational design issues associated with river dredging would not need to be dealt with. However, the river bank already suffers from considerable erosion largely due to lack of riparian vegetation, and revegetation initiatives offered by the proponent to help address this issue would not

be forthcoming. If the dredging was not proposed the existing safety issue associated with accessing the river in low tides would not be addressed, and the environmental benefits derived from access to professional maintenance facilities, sewerage pump out facilities, and tightly controlled management associated with a professional marina would be lost.

Tidal vegetation is being respected in the current proposal with the exception of a limited amount which is being removed due to the marina.

5.5.2 Consequence of not proceeding with the development

The Terms of Reference also asks for consideration regarding the consequences of not proceeding with the development. If taken literally, and the entire development did not proceed, the consequences would be severe for the region as there are no other sites which could provide comparable benefits. Caboolture would miss a significant opportunity to advance its identity and quality of life and ultimately struggle to properly fulfil its role as the Principle Activity Centre for the northern growth corridor as SEQ continues to grow.

As most of the site however is designated for District Industry, and there is clear need for District Industry uses, a more realistic comparison is the compliant scheme, addressed above.

6.0 SUSTAINABILITY FRAMEWORK

6.1 NATIONAL ECOLOGICAL SUSTAINABLE DEVELOPMENT STRATEGY

The National Strategy for ESD was prepared in 1992 and was subsequently endorsed by the Council of Australian Governments. Various principles embodied in the National Strategy have been incorporated into State legislation, including the *Integrated Planning Act 1997* and the *Environmental Protection Act 1994*.

The relationship between the NEBP proposal and the National Strategy has been included in *Chapter 3.1 of the EIS*. The design elements included in that Chapter regarding sustainable benefits include:

- improving the polluted water quality of Caboolture River and Moreton Bay;
- integrating water re-use strategies;
- restoring degraded river banks, wetlands and natural bush land;
- providing enhanced and managed public access to the Caboolture River;
- rediscovering historical cultural elements and restoring these for public display;
- eradicating noxious weeds and contaminated land;
- reducing damage to sea grass beds through the opportunity to relocate existing commercial and private swing moorings to a managed environment;
- protection of important ecosystems and ecological features to maintain biological diversity;
- providing local jobs for local diverse communities in a sustainable development;
- attracting tourism dollars to a world class golf course, excellent marina berthing and servicing facilities, café society dining facilities and mixed use development;
- incorporating creative and diverse residential formats which reflect the emerging trends in family living in Australian society; and
- inclusive development through integration with Caboolture town centre public transportation, education & learning; and local public facilities.

Northeast Business Park has been conceived and designed in an integrated and holistic manner in order to maximise sustainable benefits to the community, the environment and the economy. The organising principle of providing sustainable net benefits has been a central design philosophy.

As such 'sustainability' is seen as integral to the design, rather than a series of initiatives to be added to the proposal. Accordingly, it is considered that the relevant means of assessing the sustainability of the proposal is to assess the full development as described in this report and within the EIS.

Sustainability needs to be assessed at many levels, and is discussed in detail throughout many areas of the planning report and EIS. From a planning and land use perspective sustainability principles are incorporated in many forms including:

At a regional level:

- the strategic location and unique attributes of the site in the northern growth corridor, highlighting the importance and potential of the site to play an important role in the state and regional economies;
- The unique attributes of the site close to major transport infrastructure, the Caboolture/Morayfield Principal Activity Centre and Caboolture River frontage providing opportunities to leverage the potential able to be derived from the site;
- the complementary relationship the development provides to centres such as Caboolture and Morayfield, as well as the wider community; and
- the range of recreational and lifestyle benefits offered to the community; and the role the development will play enhancing regional identity.

Within the development:

- the mix and locations of land uses has been designed to create a complete community and to harness synergies between land uses;
- the development codes incorporate extensive sustainable principles and practices; and
- code provisions are supported by Design Guidelines implemented by a Design Review Committee, providing more detailed guidance on specific sustainable design principles and practices.

In operation:

- an Industrial Ecology framework has been proposed for the MIBA and its relationship to the development and the region to help harness efficiencies and synergies between businesses, particularly in relation to resource flows, waste minimisation and knowledge clusters. (See *Section 6.3* below);
- community title providing an ongoing local management framework and ability to implement sustainable design guidelines, as well as communication and education; and
- the mix of land uses promotes synergies supporting the other land uses.

A similar approach has been adopted in relation to environmental protection and rehabilitation resulting in a net ecological improvement and social facilities resulting in net improvements to the community and the development. In all cases the 'net benefit' approach has been adopted. Details of such features and benefits have been covered throughout the report, and accordingly, have not been listed separately here.

In addition to this planning report, quantification of detailed aspects of this approach, along with environmental assessments and rehabilitation proposals, have been undertaken in detail within the EIS as follows:

- *EIS Appendix D: AEC Group Net Benefit Assessment;*
- *EIS Appendices E1-E6: Urbis;*
- *EIS Appendix F: Hornery Institute Community Context Study;*
- *EIS Appendix L1: Cardno Environment Terrestrial Ecology Assessment Report;*
- *EIS Appendix L3: The Ecology Lab Aquatic Ecology Assessment Report; and*
- *EIS Appendix P: Place Design Group Landscape Masterplan.*

6.2 NET BENEFIT ASSESSMENTS

Net benefit can be seen as a practical way of breaking down 'sustainability' and the suitability of a project into its component parts, to assess, compared to the site's current usage, whether or not the community, the economy or the ecology is benefiting in each respect.

A net benefit approach has been used extensively throughout the design development, issues resolution and reporting process undertaken to prepare the project and EIS documentation.

Accordingly, we consider that the objective analysis approach, as required by the EPA for the purposes of the Coastal Management Plans, establishes a rational and comprehensive means of considering the overall suitability, key benefits and impacts of the proposal in addition to the specific coastal management purpose.

Therefore, the AEC report has been prepared in a holistic fashion, considering the triple bottom line characteristics of the NEBP proposals, as well as a specific assessment focused upon coastal processes in response to the detailed requirements of the State and Regional Coastal Management Plans. The AEC report provides an objective analysis of both quantitative and qualitative aspects of the development for both the total scope of the project and the coastal specific matters (referred to as the "Medium Scope" assessment).

The Net Benefit Assessment for the coastal processes has been included in *Chapter 4.5 of the EIS*, which demonstrates that the project achieves net benefits according to environmental, social and economic criteria.

The summary findings of the total scope analysis are set out below. The net benefit assessment report prepared by the AEC Group is included as *EIS Appendix D*.

6.2.1 Net Benefit Assessment Criteria

The net benefit assessment requires two assessments be undertaken and satisfied:

- **A threshold assessment:** To demonstrate that the project delivers benefits beyond those delivered to the proponent and that alternative sites have been considered, with the selected site providing the greatest net benefit of all viable alternatives. In the AEC

report, this has been addressed as component of the cost-benefit assessment through the Qualitative and Quantitative Assessments.

- **A formal assessment:** In the form of a cost benefit analysis to identify that the direct (proponent based) and indirect (externalities) benefits of the project exceed the direct and indirect costs of a project. Where an identified impact is unable to be quantified in dollar terms the impact is assessed qualitatively within a likelihood and consequence risk framework (as outlined in the Assessment Methodology section of the AEC report).

6.2.2 Total Project Scope Economic Benefits

For the total project, the economic benefits generated from the Northeast Business Park development are assessed to generally be of high impact, and significantly outweigh the economic costs associated with the development. Key beneficial economic impacts of the Northeast Business Park are expected to include:

- The generation of additional employment, during both construction and operation of the Northeast Business Park;
- Increased tourism visitation and visitor spend, driven by water based tourism opportunities, the development of a golf course and improved linkages with other water and land based tourism activities in the region;
- Efficiency and productivity gains through clustering and development of the high value marine sector; and
- Improved local and regional traffic linkages during the operational phase of the development, enhancing both the internal links of the Caboolture region and external links with other regional centres.

By comparison, only one key economic cost was identified as a result of the Northeast Business Park, with additional infrastructure costs such as roads, water, wastewater, gas, electricity and ICT, to meet the needs of the residential and business populations of the Northeast Business Park anticipated to have a very high impact. This is summarised below in Table 6–1.

6.2.3 Total Project Scope Social Benefits

The Northeast Business Park is assessed to provide a comparatively greater level of social benefit than cost across the total project. Key beneficial social impacts of the Northeast Business Park are expected to include:

- Improved access to areas for recreational and leisure activity through the development of wetlands, pathways, golf courses, fishing platforms, marina berths, other sporting, cultural and open space areas, and café and dining precincts;
- Improved visual amenity, with improved access to environmental attractions including the Caboolture River and the improvement of current relatively degraded land;
- The development of a “Heritage Park” precinct, which will assist in the retention and maintenance of unique environmental and heritage assets; and

- Enhancement of community interaction and cohesion, which is important to a well functioning business and residential community and can significantly influence an individual's wellbeing.

By comparison, key social costs expected to be generated through the development of the Northeast Business Park include:

- Increased demand for accommodation and housing during both construction and operation of the development, impacting negatively on an already tight property market; and
- Increased demand for community services and facilities as a result of the anticipated high level of relocation of employees and their families to the region, with an anticipated direct increase in employment of just over 14,000 on completion of the development.

This is summarised below in Table 6–2.

Table 6–1 Qualitative Economic Impact Summary (Total Project Scope)				
Impact	Likelihood	Consequence	Impact	Score
BENEFITS				
Increased business confidence (investment attraction)	Likely	Moderate	Medium	2
Tourism diversification and support (increased visitation and spend)	Likely	Major	High	3
Value adding and clustering efficiencies of the marine sector	Likely	Major	High	3
Additional employment and training opportunities (construction)	Almost Certain	Moderate	High	3
Additional employment and training opportunities (operation)	Almost Certain	Outstanding	Very High	4
Improved local and regional traffic linkages (construction)	Almost Certain	Minor	Medium	2
Improved local and regional traffic linkages (operation)	Almost Certain	Moderate	High	3
Reduction in average peak flood height	Likely	Minor	Medium	2
Total Economic Benefits	Almost Certain	Moderate	High	22
COSTS				
Additional infrastructure costs	Almost Certain	Major	Very High	-4
Additional social and community infrastructure and services	Almost Certain	Moderate	High	-3
Total Economic Costs	Almost certain	Major	Very High	-7
NET POSITION				15

Source: AEC Group

Table 6-2
Qualitative Social Impact Summary (Total Project Scope)

Impact	Likelihood	Consequence	Impact	Score
BENEFITS				
Improved river safety from dredging activities	Likely	Moderate	Medium	2
Public transport network	Likely	Major	High	3
Improved social and community infrastructure and services	Unlikely	Minor	Low	1
Improved access to areas for recreational and leisure activity	Almost Certain	Major	Very High	4
Improved visual amenity	Almost Certain	Major	Very High	4
Range and choice of residential alternatives	Almost Certain	Moderate	High	3
Protection of unique environmental and heritage assets	Almost Certain	Major	Very High	4
Affordable housing strategy	Almost Certain	Major	Very High	4
Enhancement of community interaction and cohesion	Almost Certain	Major	Very High	4
<i>Total Social Benefits</i>	<i>Likely</i>	<i>Major</i>	<i>High</i>	<i>29</i>
COSTS				
Increased road traffic	Almost Certain	Minor	Medium	-2
Decreased boat user utility from increased river traffic	Likely	Minor	Medium	-2
Decreased river safety from increased river traffic	Possible	Moderate	Medium	-2
Loss of cultural heritage	Remote	Moderate	Very Low	0
Increased demand for accommodation and housing (construction)	Almost Certain	Moderate	High	-3
Increased demand for accommodation and housing (operation)	Almost Certain	Major	Very High	-4
Increased demand for community services and facilities (construction)	Possible	Negligible	Very Low	0
Increased demand for community services and facilities (operation)	Almost Certain	Moderate	High	-3
Noise impacts	Almost Certain	Minor	Medium	-2
<i>Total Social Costs</i>	<i>Likely</i>	<i>Moderate</i>	<i>Medium</i>	<i>-18</i>
NET POSITION				11

Source: AEC Group

6.2.4 Total Project Scope Environmental Benefits

For the total project, the environmental benefits accruing from the Northeast Business Park development are assessed to outweigh the environmental costs associated with the development. This is summarised below in *Table 6–3*. Key beneficial environmental impacts of the Northeast Business Park are expected to include:

- Improved water quality through improved site drainage and run-off;
- Enhanced fish habitat and decreased erosion through the rehabilitation of the riparian buffer zone adjacent to the development site;
- Creation of terrestrial habitats through the application of environmental offsets; and
- Creation of wetlands through active rehabilitation and additional buffering and protection to the “significant coastal wetlands” protected within the environmental buffer zone in the north eastern section of the development.

By comparison, while a number of negative environmental impacts were examined only one key environmental cost was identified, with the potential for the development to increase the risk of general water pollution due to increased water traffic. The marina lock facility would ensure any spills or leaks within the marina were contained within the precinct.

Table 6–3 Qualitative Environmental Impact Summary (Total Project Scope)				
Impact	Likelihood	Consequence	Impact	Score
BENEFITS				
Improvement of fish habitat and decreased erosion	Likely	Minor	Medium	2
Creation of wetlands (environmental protection and maintenance)	Almost Certain	Moderate	High	3
Use of recycled water	Almost Certain	Minor	Medium	2
Improved water quality (site run-off)	Likely	Major	High	3
Improved water quality (Boat operator education and facilities)	Likely	Minor	Medium	2
Management of weed/pest species	Almost Certain	Negligible	Low	1
Reduced pollution from travel to work	Almost Certain	Minor	Medium	2
Creation of terrestrial habitats	Almost Certain	Minor	Medium	2
Improved resource efficiency and recovery	Possible	Minor	Low	1
Improved bushfire management	Likely	Negligible	Low	1
<i>Total Environmental Benefits</i>	<i>Likely</i>	<i>Minor</i>	<i>Medium</i>	<i>19</i>

Table 6-3 Qualitative Environmental Impact Summary (Total Project Scope) (continued)				
Impact	Likelihood	Consequence	Impact	Score
COSTS				
Exposure of acid sulfate soils & nutrient load to waterways	Unlikely	Moderate	Low	-1
Disturbance of aquatic habitats	Unlikely	Moderate	Low	-1
Disturbance of terrestrial habitats	Unlikely	Negligible	Very Low	0
Dredging the river mouth	Unlikely	Moderate	Low	-1
Storm water run-off and site drainage	Unlikely	Minor	Low	-1
Bank erosion from increased river traffic	Unlikely	Moderate	Low	-1
Impacts on downstream inter-tidal habitats	Likely	Negligible	Low	-1
General water pollution	Almost Certain	Minor	Medium	-2
<i>Total Environmental Costs</i>	<i>Possible</i>	<i>Minor</i>	<i>Low</i>	<i>-8</i>
NET POSITION				11

Source: AEC Group

6.2.5 Total Project Scope Qualitative Summary

The qualitative CBA assessment found that all aspects across the triple bottom line (economic, social and environmental) are expected to realise a net benefit as a result of the Northeast Business Park development.

Qualitative economic impact assessment shows that the Northeast Business Park is expected to return a considerable positive net economic benefit, with a significantly higher score for benefits (22) than costs (-7). Net social and environmental benefits are also expected, with a net score of 11 for both aspects. The qualitative CBA summary is below at Table 6-4.

Since the positive impacts of development across the economic, social and environmental aspects of the triple bottom line outweigh the negative impacts, the development is deemed to deliver a positive net benefit.

Table 6-4
Qualitative CBA Summary (Total Project Scope)

Total Bottom Line (TBL) Aspect	Average Likelihood	Average Consequence	Average Impact	Number of Impacts	Total Score
Economic					
Benefits	Almost Certain	Moderate	High	8	22
Costs	Almost Certain	Major	Very High	2	-7
<i>Net Position</i>					15
Social					
Benefits	Likely	Major	High	9	29
Costs	Likely	Moderate	Medium	9	-18
<i>Net Position</i>					11
Environmental					
Benefits	Likely	Minor	Medium	10	19
Costs	Possible	Minor	Low	8	-8
<i>Net Position</i>					11
<i>Overall TBL Rating</i>					37

Source: AEC Group

Qualitative Assessment Finding:

Individually the positive impacts of development across the triple bottom line outweigh the negative impacts and so the project can be deemed to deliver a qualitative benefit to the region beyond the direct financial benefits to the proponent. In aggregate the overall TBL rating is positive. As such the threshold and formal assessment criteria are deemed to be satisfied.

Source: AEC Group

6.2.6 Total Project Scope Quantitative Summary

The quantitative CBA assessment found that development of the Northeast Business Park is expected to deliver a total net benefit of \$2.5 billion in present value terms (NPV), with present value of revenues of \$3.8 billion and a present value of costs of \$1.3 billion. Overall, the development provides a benefit cost ratio (BCR) of 2.88 (i.e. returns \$2.88 for every dollar spent in delivery of the project).

The project provides a positive direct net benefit (i.e. to the proponent) in present value terms of \$174 million with a BCR of 1.43. The project delivers a positive indirect net benefit (i.e. to stakeholders other than the proponent) in present value terms of \$2.3 billion with a BCR of 3.51.

It is clear that the Northeast Business Park development is desirable from the point of view of the proponent and the broader community with a BCR of greater than one for all assessments, with the

direct, indirect and overall impacts of the project being positive. The overall summary of the Quantitative CBA is presented below in *Table 6–5*.

Table 6–5 Quantitative CBA Summary (Total Project Scope)				
Impact	PV of Revenues (\$M)	PV of Costs (\$M)	Net Present Value (\$M)	BCR
Direct Impacts	\$575	\$401	\$174	1.43
Indirect Impacts	\$3,251	\$926	\$2,324	3.51
Total Impacts	\$3,826	\$1,328	\$2,498	2.88

Source: AEC Group

Quantitative Assessment Finding

The direct quantifiable impact of the Northeast Business Park is identified to be positive with a BCR of greater than one, thereby satisfying the direct component of the Threshold assessment and the direct component of the Formal assessment requirements of the Net Benefit Test.

The indirect quantifiable impact of the Northeast Business Park is also identified to be positive with a BCR of greater than one, and therefore satisfies the indirect component of the Threshold assessment and the indirect component of the Formal assessment requirements of the Net Benefit Test.

Source: AEC Group

6.2.6 Net Benefit Conclusions

The comparison below in *Table 6–6* indicates that the full scope of the project provides significantly greater benefits to the State and region beyond those which pertain solely to the coastal environment. This is achieved through the integrated nature of the development and its incorporation of sustainable development principles and practices.

Table 6–6 Comparative Quantitative and Qualitative Summaries		
Assessment	Coastal Scope	Full Scope
Qualitative Aspects		
<i>Economic Net Position</i>	10	15
<i>Social Net Position</i>	5	11
<i>Environmental Net Position</i>	7	11
TBL Overall Rating	22	37
Quantitative Aspects		
Direct Impacts	1.46	1.43
Indirect Impacts	3.20	3.51
BCR Value	2.69	2.88

Source: Derived from AEC Group

As set out in the AEC Report (*EIS Appendix D*) and summarised in *Chapter 4.5 of the EIS*, since all Net Benefit Assessment decision criteria are met for both the quantitative and qualitative assessments, it is apparent the development of the proposed Northeast Business Park results in a net benefit to the region and to the State of Queensland for both the coastal process focused assessment and generally for the total project.

6.3 INDUSTRIAL ECOLOGY

Northeast Business Park offers the opportunity to be a model of industrial ecology for the region.

Industrial Ecology is systems science applied to the interface between human activity and natural systems: It is a framework that:

- Understands short-term decisions in the context of long-term implications;
- Identifies regional and global impacts of local actions; and
- Uses a powerful set of methods and tools to guide policy, strategy, design, and investment with awareness of the systems context.

The Industrial Ecology Framework is intended to provide a practical methodology for people and businesses to interact in a mutually beneficial manner, helping each other to be more resource and cost effective. It is intended that these approaches result in strengthened relationships within and between businesses, the community and the environment.

Industrial ecology principles work at a number of levels. In relation to the MIBA precinct, Industrial ecology could be defined as follows:

A business and industry environment where businesses cooperate with each other and with the local community to

- *reduce waste*
- *efficiently share resources (such as information, materials, water, energy, infrastructure, and natural resources)*
- *increase economic gains and improve environmental quality.*
- *maximise sustainable outcomes*

Industrial Ecology principles however apply at a much wider scale than the industrial uses themselves. They extend to the beneficial relationship between any network of uses, communities of interest, and in the relationship between a development and the surrounding ecology.

Industrial Ecology has been defined as “the science of sustainable development” and this is seen as the most appropriate wider definition of Industrial Ecology – the frameworks necessary to institutionalise beneficial relationships.

Northeast Business Park has the ability to facilitate Sustainable development using an ‘Industrial Ecology’ framework in many ways including:

-
- Central Governance and facilities;
 - o Utilise the Community Title framework to engage a central entity to manage common interests, facilitate communication and to manage databases;
 - Cluster facilitation;
 - o Identify potential clusters of uses which will be prosperous in coming years and decades;
 - o Identify key businesses which are needed to enable the cluster to work most effectively and actively target such businesses (in cooperation with Council and Dept of Tourism, Regional Development and Industry);
 - o Business product and resource flow register;;
 - o Business provide an inventory of resource and supply chain inputs and product and waste outputs;
 - o Businesses can match their input and output register to see whether there is a local source or market for their inputs and outputs;
 - o Cooperate with Council and Government agencies to extend the database to regional businesses;
 - Resource recovery centre;
 - o Create a resource recovery centre for internal sorting of 'waste' materials for beneficial reuse;
 - o Create relationships with regional waste recovery programs;
 - o Encourage resource recovery enterprises;
 - o Facilitate businesses making beneficial reuse or processing of 'waste' materials;
 - Sustainable Design Guidelines;
 - o Create sustainable design guidelines which encourage individual businesses to construct and operate their buildings and businesses to be resource efficient;
 - Facilitate closer Government relations;
 - o Work collaboratively with Council, EPA-SI and Dept of Tourism, Regional Development and Industry to leverage the benefits into the region;
 - Support local products and resources;
 - o Northeast Business Park P/L has an existing policy to support local employment, goods and services in preference to more distant alternatives wherever possible.

A similar policy will be implemented for the Body corporate and encouraged for businesses locating in the development;

- Business Incubation;
 - o Support the development and growth of local businesses, providing common business facilities supplementing home based businesses;
- Education and Training;
 - o Facilitate skills based education and training, focused on major clusters of businesses;
- Facilitate Public Transport;
 - o Provision and support of public transport links to Caboolture and Morayfield;
- Environmental Integration and rehabilitation;
 - o Protection and rehabilitation of environmental precincts, particularly riparian corridors, providing strengthened ecological corridors. Use of WSUD principles in landscaping;
- Community Engagement and consultation;
 - o Consultation and engagement with the community and other key stakeholders to inform the design and balance of land uses.

7.0 PROJECT APPROVALS

7.1 RELEVANT LEGISLATION

The proposal requires approval under Commonwealth, Queensland and Local Government legislation. There are three major facets to the relevant legislation, concerning

- planning instruments and development assessment and approval regimes;
- development standards, environmental management and conservation; and
- other controls.

The foundation of Queensland's planning and development assessment legislation is the *Integrated Planning Act 1997 (IPA)* and the *Integrated Planning Regulation 1998 (IPR)*. The IPA has a number of functions, including

- the Integrated Development Assessment System (IDAS), a framework for the concurrent conduct of application, assessment and approval processes for a range of statutory instruments concerned with development, infrastructure and service provision and management, and conservation and environmental management
- making and administering planning instruments that provide the controls and policies under which planning decisions are made, such as regional plans, State Planning Policies, planning schemes such as the *Caboolture Shire Plan 2005* and infrastructure charging mechanisms; and
- establishing regimes for the planning and financing of infrastructure.

A number of additional pieces of Queensland legislation operate independently of the IPA, to undertake development control functions, principally the *State Development and Public Works Organisation Act 1971 (SDPWOA)*, which establishes a development assessment process for "significant projects". The Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* creates an approval process for projects that may affect nationally significant environmental values. The EPBCA has a number of further purposes concerning biodiversity, environmental values and international conservation agreements.

For the establishment of the NEBP project, the development control legislation of most relevance is contained within the IPA, the SDPWOA and the EPBCA. The development assessment and approval processes arising from these pieces of legislation are addressed below, including a consideration of the interactions of the processes.

There are a range of pieces of Queensland legislation relevant to the NEBP project that include functions concerning environmental management, conservation or the establishment and maintenance of particular standards for development. These Acts commonly have a primary purpose other than the regulation of development, and in many instances generally been incorporated into the IDAS.

Applicable legislation and its applicability to the NEBP project is set out in detail in *Chapter 1.6.1 of the EIS*. A summary of significant pieces of legislation follows.

- *Coastal Protection and Management Act 1995*

The *Coastal Protection and Management Act 1995* provides for the protection and management of the coast, given effect through the State Coastal Management Plan and Regional Coastal Management Plans and associated coastal management districts. The NEBP site is covered by the South East Queensland Regional Coastal Management Plan. A Coastal Management District exists across the site, as discussed in *Chapter 4.5 of the EIS*.

The *Coastal Protection and Management Act 1995* provisions are administered by the *Environmental Protection Act 1994* through various IDAS triggers for development in the coastal zone. These triggers require assessment to be made under the provisions of the Act and relevant Coastal Management Plans.

- *Fisheries Act 1994*

The *Fisheries Act 1994* provides a framework for the management, use, development and protection of fisheries resources and fish habitats and a range of associated purposes. These provisions of the Act are administered by the Department of Primary Industries and Fisheries.

Fisheries are protected through the declaration of protected Fish Habitat Areas and protection of marine plants. The Deception Bay Fish Habitat Area (FHA-013) extends into the Caboolture River excluding the navigation channel, as shown indicatively on *Figure 3-4*. Development affecting the FHA and marine plants is regulated through the IDAS.

- *Transport Infrastructure Act 1994*

The *Transport Infrastructure Act 1994* provides for the planning and management of transport infrastructure relating to roads, rail, ports and busways. The Department of Main Roads administers this Act through the IDAS. The Traffic Impact Assessment prepared by Cardno Eppell Olsen (*EIS Appendix K1*) addresses the requirements of the Department of Main Roads, regarding development impacts on State controlled roads.

- *Transport Operations (Marine Safety) Act 1994*

The *Transport Operations (Marine Safety) Act 1994* seeks to provide a system that achieves an appropriate balance between regulating the maritime industry to ensure marine safety, and enabling the effectiveness and efficiency of the Queensland maritime industry to be further developed.

Under the IDAS, Operational Works development for tidal works which concern navigable waters are to be referred to Queensland Transport (Maritime Safety) to ensure that they are not likely to cause an impact or safety risk. A future Development Application which proposes the detailed design for the marina lock and entrance channel, along with dredging proposals will be referred under these requirements

- *Environmental Protection Act 1994 (and Regulations and Environmental Protection Policies)*

The *Environmental Protection Act 1994* seeks to “protect Queensland’s environment while allowing for development that improves the total quality of life, both now and in the future, in a way that maintains the ecological processes on which life depends”. The EP Act regulates Environmentally Relevant Activities through the IDAS and a registration and licensing system operated conjointly by the State Government (Environmental Protection Agency) and Local Government. The Act also establishes Environmental Protection Policies which form criteria for the assessment of Environmentally Relevant Activities.

- *Vegetation Management Act 1999*

The *Vegetation Management Act 1999* seeks to regulate the conservation and management of vegetation communities through clearing controls that seek to conserve remnant regional ecosystems. The VMA is administered through the IDAS by the Department of Natural Resources and Water.

- *Land Act 1994*

The *Land Act 1994* consolidates laws relating to the administration and management of non-freehold land and deeds of grant in trust and the creation of freehold land and other related purposes. The Department of Natural Resources and Water administering the Land Act 1994 are required to determine whether the proposed use is a suitable use under the conditions of the existing lease, provide resource entitlement on state land and determine appropriate tenure.

The proposed development site includes State Land (bed of the Caboolture River) as well as freehold property. Resource entitlement to undertake works is required on State land. Integrated Planning Act 1997 applications require resource entitlement instead of owners consent for certain operational works. Schedule 10 of the Integrated Planning Regulation 1998 lists the resource entitlements required and the entity to provide the entitlements.

The Land Act 1994 is also applicable for the registration of properties created through reconfiguration processes.

- *Water Act 2000*

The object of the *Water Act 2000* is to provide for the sustainable management of water and other resources, a regulatory framework for providing water and sewerage services and the establishment and operation of water authorities and for other purposes. The *Water Resource (Moreton) Plan 2007*, which applies to the NEBP site, allows for the interfering with overland flows for water sensitive design. Works within the site which are in non-tidal waterways may require the issue of riverine protection permits by the Department of Natural Resources and Water under the *Water Act 2000* and associated regulations.

- *Aboriginal Cultural Heritage Act 2003*

The purpose of this Act is to provide effective recognition, protection and conservation of Aboriginal cultural heritage. The legislation is applicable in regarding to providing a duty of care and in the development of management plans or treatment of areas. The

development will be required to comply with the Duty of Care as detailed in the Act. Traditional owners have been involved in cultural heritage assessments and field studies on the site. The legislation will be applicable should any artefacts or other information be discovered on site. The Cultural Heritage Management Plan (*EIS Appendix T2*) has been prepared with regard to the Act.

- *Dangerous Goods and Safety Management Act 2001*

This Act regulates locations involved in the manufacture, storage or sale of Dangerous Goods and provides a number of obligations to minimise the risk of hazards associated with such materials. Part 4 of the *Dangerous Goods and Safety Management Regulation 2001*, provide provisions for flammable and combustible liquids such as commonly used fuels.

Fuel facilities associated with the marina operations will require approval and licensing by the Local Government under the provisions of this Act. The council is required to assess compliance with required standards for such matters as separation distances to protected works, equipment used and relevant fire protection systems.

- *Marine Parks Act 2004 (and Regulations and the Marine Parks (Moreton Bay) Zoning Plan 1997)*

The *Marine Parks Act 2004* establishes marine parks and controls for the conservation of the marine environment, including the regulation of activities contained within those areas. Approvals under the *Marine Parks Act 2004* operate separately to the IDAS, though IDAS referrals to the Environmental Protection Agency for development within 100m of a Marine Park do apply.

The Moreton Bay Marine Park includes habitat protection areas in the lower reaches of Caboolture River, as is shown on *Figure 3-4*. The marine park extends along the Caboolture River adjacent to the designated development area. Uses in the defined Marine Park are controlled by the *Marine Parks (Moreton Bay) Zoning Plan 1997*. Permits are required for activities such as dredging in the Marine Park. The suitability of the proposals against the requirements of the Moreton Bay Zoning Plan are addressed in *Chapter 4.5 of the EIS*.

- *Nature Conservation Act 1992*

The *Nature Conservation Act 1992* provides specific protection for Queensland's flora and fauna. It seeks to achieve this through an integrated and comprehensive conservation strategy. Development near to areas protected under the Act raises IDAS referrals to the Environmental Protection Agency, including areas covered by International Agreements such as RAMSAR wetlands along the lower reaches of the Caboolture River shown on *Figure 3-4*.

- *Acquisition of Land Act 1967*

The *Acquisition of Land Act* will apply to any portions of the site required by the State Government or a statutory body to construct community infrastructure. This may include the State's acquisition of a corridor for the possible North-South Arterial Road.

- *Body Corporate and Community Management Act 1997*

The *Body Corporate and Community Management Act* provides a structure for the management of land which falls under a Community Titles Scheme, including the administration of a Community Management Statement, the functions of the Body Corporate and establishment of sub-committees under the Body Corporate, such as a Design Review Committee.

- *Local Government Act 1993*

The *Local Government Act* provides the basis for the general functions of Local Governments, Local Government's collection of rates and charges, and the establishment and administration of Local Laws. Local Laws provide a further level of regulation of uses and activities. Given the present applications are seeking a Preliminary Approval, detailed consideration of the Local Laws of the Caboolture the Shire Council are not warranted.

A list of legislative definitions under these Acts relevant to the NEBP project is included in *Appendix E*.

7.2 STATUTORY ASSESSMENT AND APPROVAL PROCESSES

The standard statutory approval processes are briefly reviewed to provide a basis to the subsequent discussion of the approval processes proposed for the NEBP.

7.2.1 The *Integrated Planning Act 1997* and the IDAS Assessment Processes

Through the IDAS, the *IPA* regulates four broadly defined areas of development

- building work
- material changes of use (which includes Environmentally Relevant Activities under the EPA)
- operational work, which includes a wide range of activities controlled under legislation such as
- reconfiguration of a lot;

The *IPA* establishes processes for

- setting triggers on when development requires approval the management of approval requirements and jurisdictions for legislation which has been incorporated into the IDAS;
- making, assessing and deciding development applications through the Integrated Development Assessment System (IDAS); and

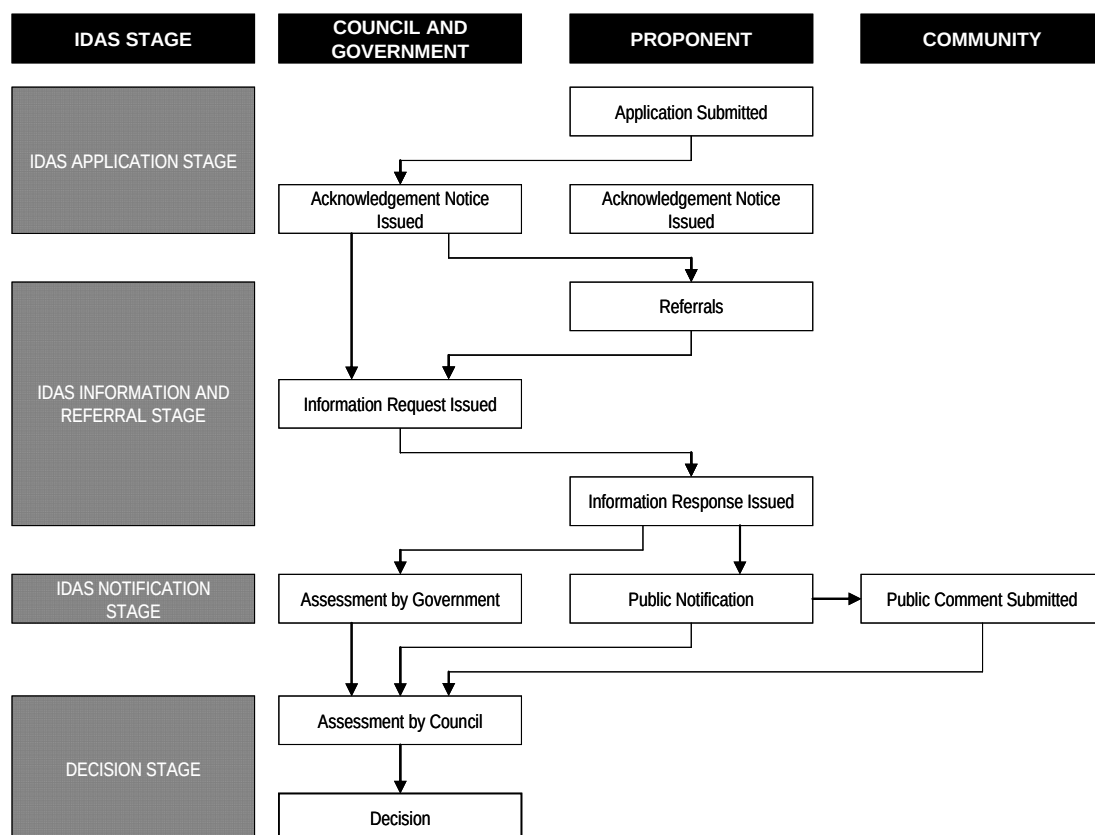
Since the commencement of the *IPA* in 1998, an extensive range of development types, approval triggers and statutory agencies have been incorporated into the IDAS, as listed in Schedule 2 to the *Integrated Planning Regulation 1998 (as amended)*.

The IDAS process involves the following participants

- The *Applicant*: the person or company responsible for lodging the application.
- The *Assessment Manager* is responsible for assessing and deciding the application and is usually the Local Government (Council), but may be a State Government agency depending upon the types of development involved;
- A *Referral Agency* is usually a State Government agency. There are two types of Referral Agencies: Concurrence Agencies (who to assess the application against legislation and policies which have been incorporated into the IDAS); and Advice Agencies (who provide advice to the assessment manager about specific issues);
- A *Submitter* is a person, group or organisation who makes a submission about an impact assessable application to the assessment manager during the notification stage of IDAS. A properly made submission secures appeal rights for the submitter against the approval of the application.

The IDAS has four basic steps for the assessment and approval of development applications, as shown below in Figure 7-1.

Figure 7-1
IDAS Process



The IDAS process consists of

- *Application Stage*: the stage where the application is lodged with the assessment manager (usually the local government);
- *Information and Referral Stage*: the application is forwarded to the Referral Agencies and the extent of information provided with application is reviewed. During this stage the assessment manager and some any Concurrence Agencies may request further information and particulars about the proposal. Under now superseded provisions of the IPA, a common information request was undertaken in some circumstances, termed Referral Coordination.
- *Notification Stage*: is the stage in which an impact assessable application is publicly advertised and comments on the proposal are invited from the community.
- *Decision Stage*: is the stage in which the assessment manager makes a decision on whether the application is to be approved, often involving negotiation with the application. After making a decision, the assessment manager advises the applicant and any submitters and referral agencies of their decision.

7.2.2 The State Development and Public Works Organisation Act 1971

The *State Development and Public Works Organisation Act 1971* (SDPWOA) provides for State planning and development through a coordinated system of public works organisation and mechanisms for environmental coordination. Section 25 of the SDPWOA establishes that

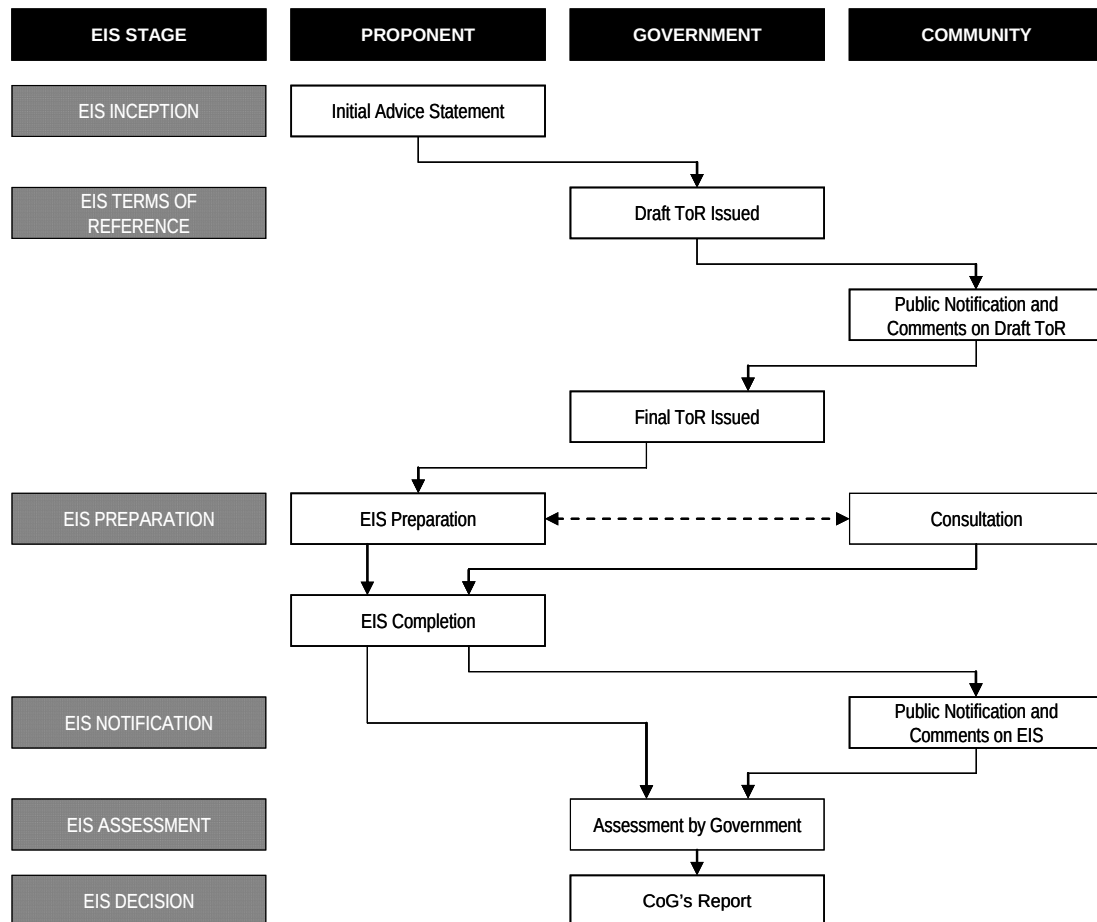
the Coordinator-General shall, of the Coordinator-General's own motion or at the direction of the Minister, coordinate departments of the Government and local bodies throughout the State in activities directed towards ensuring that in any development proper account is taken of the environmental effects.

The SDPWOA establishes that the Coordinator General (CoG) may declare a project to be a "significant project" for which an environmental impact statement (EIS) is required to coordinate assessments of the proposal. The EIS process an assessment system for significant projects, but largely does not provide the "approval".

The EIS process is described in Part 4 of the SDPWOA (s24 to s35), and is shown in diagrammatic form below in Figure 7-2. Following declaration as a significant project, the CoG prepares Draft Terms of Reference which undergo public notification before finalisation. The proponent then prepares an EIS in response to the Terms of Reference, which is also publicly notified for comments. Following this public notification, the EIS, any submissions by individual State departments on the EIS and the community comments are assessed by the Coordinator General (CoG). The CoG issues a report (the CoG's Report) on the proposals, which is effectively the Government's decision on the proposal.

The SDPWOA also sets out how additional information and assessments may be required, in a Supplementary EIS, to which the CoG prepares a separate assessment, termed a "Coordinator-General's change report".

Figure 7-2
EIS Process under the SDPWOA



7.2.3 Relationships between the IPA and the SDPWOA

7.2.3.1 Process

The SDPWOA sets out in Sections 36 to 42 how the EIS process and the IDAS processes interact where a significant project involves development that requires approval. Key points are as follows.

- Where a Development Application is for a MCU or requires Impact Assessment;
- the Information and Referral Stage and the Notification Stage of IDAS do not apply to the application;
- a properly made submission about the EIS is taken to be a properly made submission about the application under IDAS;
- there are no referral agencies, under the Integrated Planning Act, for the application;
- the Coordinator-General's report is taken to be a concurrence agency's response for the application under IDAS, and the Coordinator-General may exercise the powers of entities which would otherwise have been a concurrence agency for the application;

- the CoG's report may state for the Assessment Manager;
 - o the conditions that must attach to the development approval, or;
 - o that the development approval must be for part only of the development, or;
 - o that the approval must be a preliminary approval only;
- In setting the conditions of an approval, the conditions are to be read as a concurrence agency condition, whilst the CoG may designate the entity that is to have jurisdiction for the condition; and that;
- the Decision Stage of IDAS for the application;
 - o starts upon receipt of the CoG's Report by the Assessment Manager, or receipt of the CoG's Report by the proponent if the CoG is the Assessment Manager;
 - o allows the Assessment Manager to assess the application in the context of the conditions set by the CoG;

7.2.3.2 Application Timing

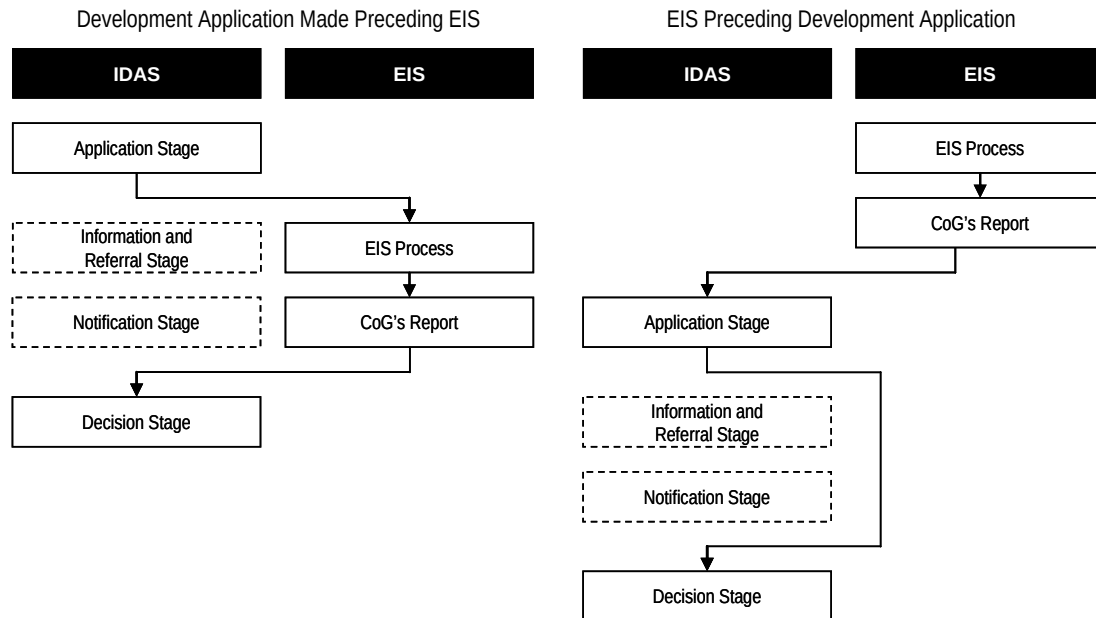
The *SDPWOA* does not set any time limits as to when an EIS must be prepared relative to any Development Applications required, under the *IPA*, to be made in relation to the significant project. Additionally, the *SDPWOA* places no legislative restrictions on the inclusion of an undetermined Development Application within the EIS process, for determination upon completion of the CoG's assessment.

The flexibility of the relationship between the *SDPWOA* and the *IPA* is best described in the following diagrams which comprise *Figure 7-3*.

The concessionary provisions contained in the *SDPWOA*, about not having to undertake the Information and Referral Stage and Notification Stage of IDAS apply only after a proposal has been declared a Significant Project and the Development Application clearly relates to the Significant Project.

No specific action is required under the IDAS to enliven these concessionary provisions in the *SDPWOA* for a Development Application. Nonetheless, for an existing Development Application which has become incorporated into a Significant Project and a change to the Development Applications is made (necessitating the IDAS process stopping, and restarting from the start of the IDAS Acknowledgement Period under s.3.2.9(3) of the *IPA*), the concessionary provisions would then apply. Accordingly, under s.3.2.9 of the *IPA*, the amended Acknowledgement Notices would be prepared on the basis that normal IDAS public notification requirements do not apply due to the concessionary provisions. To the extent submissions have already been made about a previously publicly notified Development Application, those submissions remain current and valid notwithstanding the amendment. The amended Development Applications would progress straight to the Decision Stage, in respect of which the CoG's Report would inform the Assessment Manager.

Figure 7-3
Combined SDPWOA and IDAS Assessment Processes



7.2.4 The Environment Protection and Biodiversity Conservation Act 1999

The Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* sets out protection and approval mechanisms for nationally and internationally significant species and habitats.

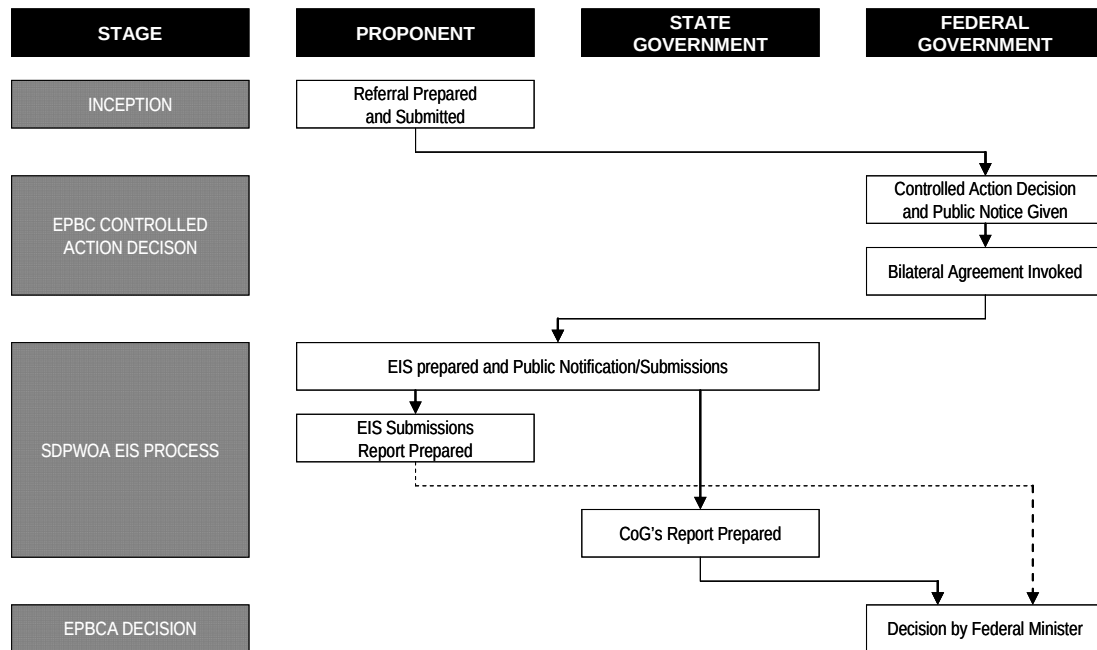
Projects, developments and activities which have, or are likely to have, a significant impact on a matter of national environmental significance require approval from the Australian Government Environment Minister under the EPBCA.

The EPBCA allows for a bilateral agreement to be made between the Commonwealth and a State (eg, Queensland) for the purpose of protecting the environment, promoting conservation and ecologically sustainable use of natural resources, increasing the efficiency of environmental assessments and approvals, reducing duplication in environmental assessment and approval, or some combination of these.

The Commonwealth and Queensland have entered into a bilateral agreement which allows the Commonwealth to use environmental impact assessments conducted under the SDPWOA as the assessment process for controlled actions under the EPBCA.

The bilateral agreement sets out that the CoG's Report is provided to the Federal Environment Minister and used by the Federal Environment Minister to make an informed decision whether or not to approve the action under Part 9 of the EPBCA. Additionally, public submissions made under the SDPWOA are provided to the Federal Environment Minister, supported by a proponent prepared supplement to the environmental impact statement or a revised environmental impact statement. The resulting bilateral process is indicated below in Figure 7-4.

Figure 7-4
Bilateral EPBCA and SDPWOA Assessment Process



7.3 NEBP PROPOSALS AND APPROVAL REQUIREMENTS

7.3.1 Current Applications and Assessments

A number of actions have been undertaken to date in seeking approvals for the NEBP project, being:

- the making of two development applications under the *Integrated Planning Act 1997*;;
- lodgement of an Initial Advice Statement (IAS) which resulted in the CoG's declaration of the NEBP project as a significant project requiring an EIS under the *SDPWOA*; and
- designation as a controlled action under the *EPBCA*.

A full timeline of actions to date is contained in *Appendix H*.

7.3.1.1 Existing Applications

Two Development Applications have been properly made for the project under the *Integrated Planning Act 1997*, seeking approval for the "Business Park" (lodged in 2002) and the "Marina" (lodged in 2004). Full details of the applications are held in *Appendix I*, whilst a summary of the proposed uses and works and the application status is described below in *Table 7-1*.

Table 7-1
Summary of Current Applications Detail and Status

Application	Business Park	Marina
Extent	Lot 10 and Lot 2	Lot 7 and Lot 24
Submission Date	18/06/2002	8/10/2004
Caboolture Shire Council Ref:	MCU-2002-1079	MCU-2004-1420
Referral Coordination Unit Ref:	RCU875	RCU1666
Application Type	Preliminary Approval under s3.1.6	Preliminary Approval under s3.1.6
<u>Components Sought</u>		
MCU – Uses	Mix of uses (refer to <i>Appendix I</i>)	Mix of uses (refer to <i>Appendix I</i>)
MCU – ERA	Not Sought	ERA 73 – Marina
ROL	Not Sought	Not Sought
Operational Work	Not Sought	Not Sought
Building Work	General Building Work (Preliminary Approval)	General Building Work (Preliminary Approval)
<u>IDAS Status</u>		
Application Stage	Acknowledgement Notices issued 04/07/2002	Acknowledgement Notice issued 08/11/2004
Information and Referral Stage	Referral Coordination Information Request issued 16/08/2002 Extension to Information Request response period issued 7/08/2003 Information Request response issued 16/08/2004	Referral Coordination Information Request issued 21/01/2005 The Information Request response period has been extended a number of times. Current Information Request Response due date (prior to making changes to the application) – 31/01/2008
Notification Stage	Public Notification period 08/09/2004 to 26/10/2004 Statement of Compliance issued 29/10/2004	Public Notification has not occurred.
Decision Stage	Caboolture Shire Council's decision making period has been extended a number of times. Decision due date (prior to making changes to the application) – 31/01/2008	The Decision Stage has not commenced.

These applications are being assessed under the IDAS and remain undetermined. As can be seen from the summary above, actions have been taken under the IDAS processes to prevent these applications from lapsing, namely

- extension of the Caboolture Shire Council's decision making period for the Business Park application, presently until 21 January 2008; and

- for the Marina application, extension of the Information Request Response Period to 31/01/2008 with the agreement of the then Department of Local Government, Planning, Sport and Recreation (DLGPSR);

7.3.1.2 EIS Background

Northeast Business Park Pty Ltd took control of the Business Park site and application in 2005, and commenced a program of integrating the proposals in order to maximise the development synergies and net benefits the project would bring to Caboolture and the SEQ region.

The initial action in this regard was the preparation of an Initial Advice Statement under the *SDPWOA* in May 2006, which led on 21 June 2006 to the declaration of NEBP as a significant project for which an Environmental Impact Statement (EIS) is required.

The proposal was also referred to the then Commonwealth Department of Environment and Heritage for declaration as a controlled action under the *EPBCA*. In a notice dated 12 July 2006, the Commonwealth stated that the NEBP proposal triggers the *EPBCA* by affecting the following matters of National Environmental Significance

- wetlands of international importance (Sections 16 and 17B);
- listed threatened species and communities (Sections 18 and 18A) and
- listed migratory species (Sections 20 and 20A);

Consequently, the CoG prepared Draft Terms of Reference for the EIS, which underwent public notification in late 2006 before finalisation in January 2007. Under the Terms of Reference, the EIS for the NEBP project is intended to address the environmental effects of the proposal, and so includes all matters which require assessment and approval, including land uses, environmental approvals (both within the IDAS process and under other legislation, including *EPBCA* matters), physical works and infrastructure delivery.

To remove any doubt, the EIS will address all of these matters, whether or not those matters are the subject of the two current development applications. The EIS will enable assessment of all of the matters proposed for the NEBP project, and will provide guidance on the assessment and determination of future applications through the CoG's Report.

Due to the interactions of the *SDPWOA* and the IDAS, the significant project declaration overrides the time periods applicable to both applications, and upon issue of the Coordinator General's Report, the IDAS processing will resume at the commencement of the Decision Stage.

7.3.2 Approval Requirements

The NEBP project encompasses a range of land uses, works and actions that require approval under the legislation identified above. The aspects of the proposal requiring statutory approval are fully set out in *Appendix F*, but in summary are

- The two current Development Applications for Preliminary Approval (as changed), providing approvals under the Planning Scheme and IDAS Referral Triggers, including the matters set out below in *Section 0* and in *Appendix I*;

- EPBCA Approval;
- Resource owner's consent and state-land tenure matters for matters set out in Schedule 10 of the *IPA*, as listed in *Appendix F.2*.
- Supplementary approvals for;
 - o Dredging;
 - Operational Works and associated ERA (IDAS);
 - Marine Parks Permit (non-IDAS);
 - o Operational Works for tidal works, works in a CMD, works affecting marine plants and interfering with water (IDAS);
 - o ERAs for any further matters which arise
 - o Riverine Permit for works in a Watercourse (*Water Act 2000*);

Assessment of applications seeking the above approvals will consider the statutory instruments that apply across the NEBP project area. These statutory instruments and their designations of the site are listed in *Appendix G* and concern

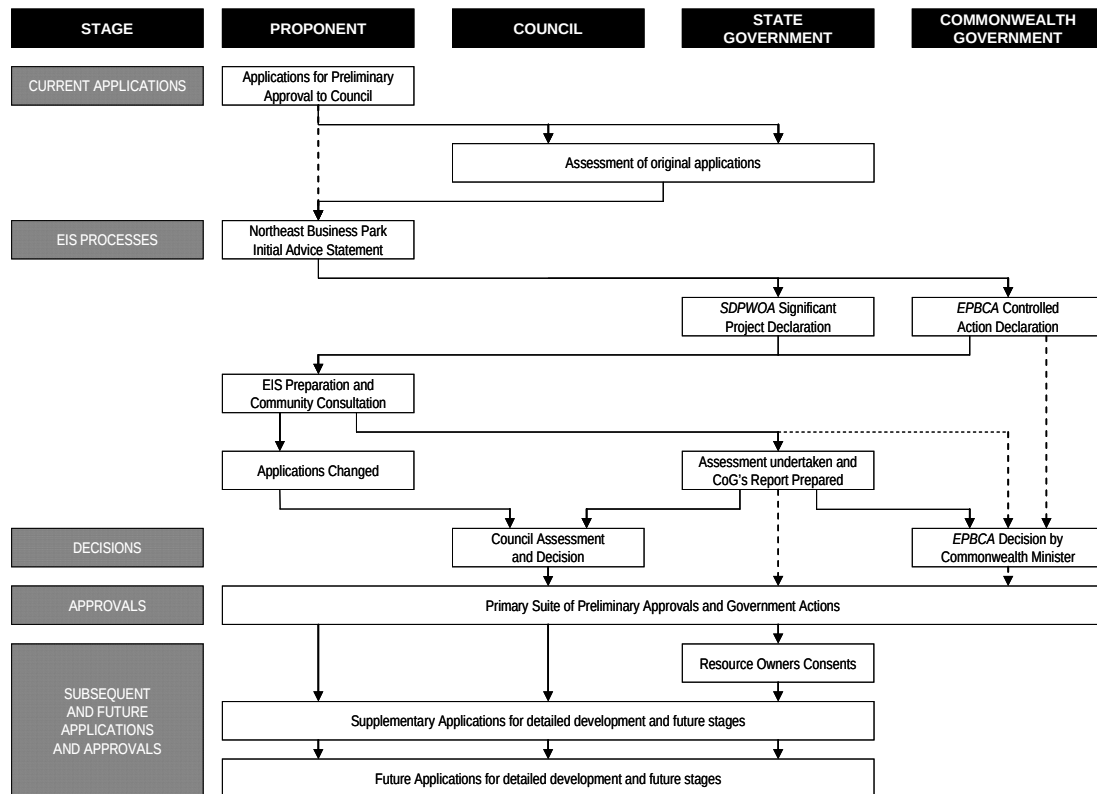
- SEQ Regional Plan Regional Land Use Category;
- the Caboolture Shire Town Planning Scheme 1988 and the Strategic Plan 1993 (to for the current applications only);
- the NEBP Area Plan following approval of the current Preliminary Approvals;
- the *Caboolture Shire Plan 2005*;
- IDAS referral triggers, for example Coastal Management Districts and Fish Habitat Areas;
- Other environmental matters, such as the Moreton Bay Marine Park and RAMSAR wetlands;

All of the above matters are addressed in the EIS and are to be assessed within the CoG's Report. Where future supplementary applications are necessary, it is expected that the CoG's Report will contain recommendations for approvals and any associated enabling provisions.

7.3.3 Approval Program

As discussed and indicatively shown in *Figure 7-5*, the NEBP approval process integrates the actions taken to date under the IDAS with the EIS preparation and assessment processes of the *SDPWOA*.

Figure 7-5
Summary of Approvals Process



Implementation of the NEBP proposal requires a number of further actions and approvals. The assessment program to provide these approvals is:

- Change the existing applications to match the scope of the NEBP proposals as described in the EIS documentation (undertaken prior to lodgement of the EIS);
- Lodge and commence formal EIS assessment process including public advertising and government agency input;
- CoG report issued;
- Commonwealth decision under EPBCA;
- Complete any recommendations arising through the CoG's Report;
- Council to determine the existing Preliminary Development applications (as changed) under the IDAS process (as modified by the SDPWOA). This concludes assessment of the existing applications, resulting in Preliminary Approvals for the development that give effect to the NEBP Area Plan.
- Issue of resource owners consents and any necessary tenure across State land

- Making of supplementary applications, subject to the recommendations and enabling provisions of the CoG's Report; and processed under normal assessment regimes.

Following approval of the two current development applications and the supplementary applications, further Development Applications will be made for individual developments in accordance with the NEBP Area Plan as approved under the Preliminary Approvals. Such applications will be lodged and assessed under the IPA and IDAS in the normal manner, and are foreshadowed in *Appendix F*.

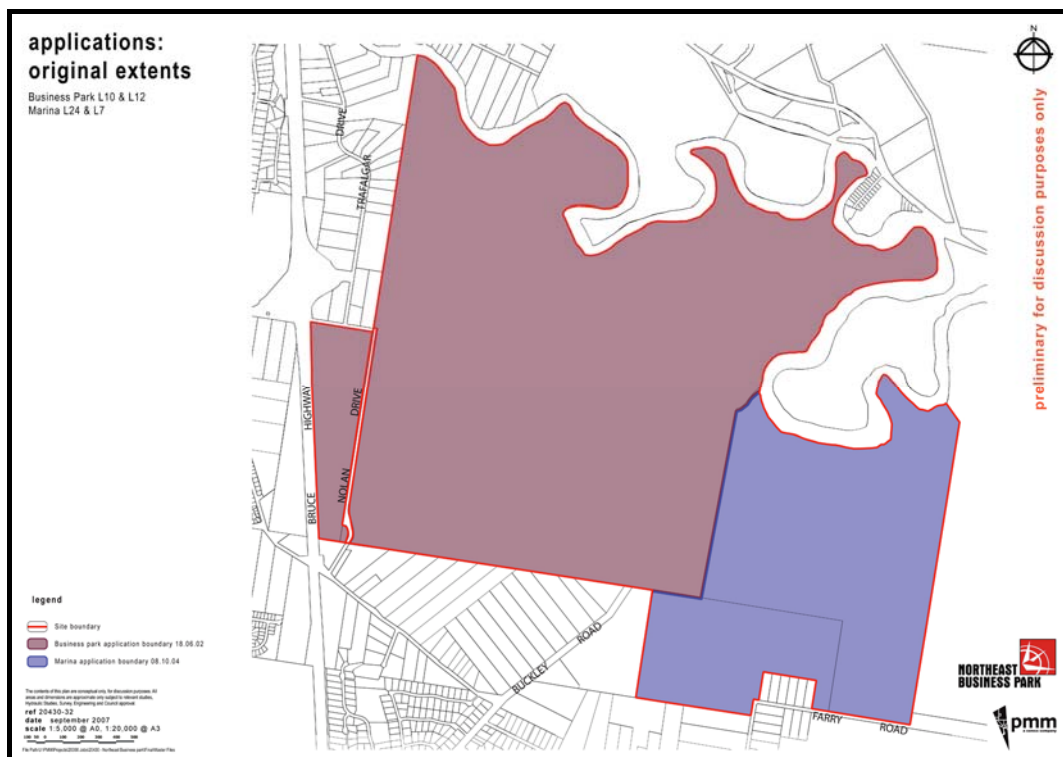
7.3.4 Changing the Current Applications

Through the combination of the two applications and the evolution of the design, the NEBP project is now more comprehensive and differs in detail compared to the original applications. Accordingly, prior to lodgement of the EIS, the current Development Applications have been changed under s.3.2.9 of the IPA to match the scope of the EIS proposal.

Changes to both applications were submitted to Caboolture Shire Council on 26 November 2007. a copy of the material submitted is included in *Appendix I*.

The original area of the two current Development Applications was that shown in *Figure 7-6*, whilst a compilation of the land use proposals is shown as *Figure 7-7* (note that Figure 7-7 indicates the proposals following submission of the Information Request response on 07 August 2003).

Figure 7-6
Existing Applications: Original Areas

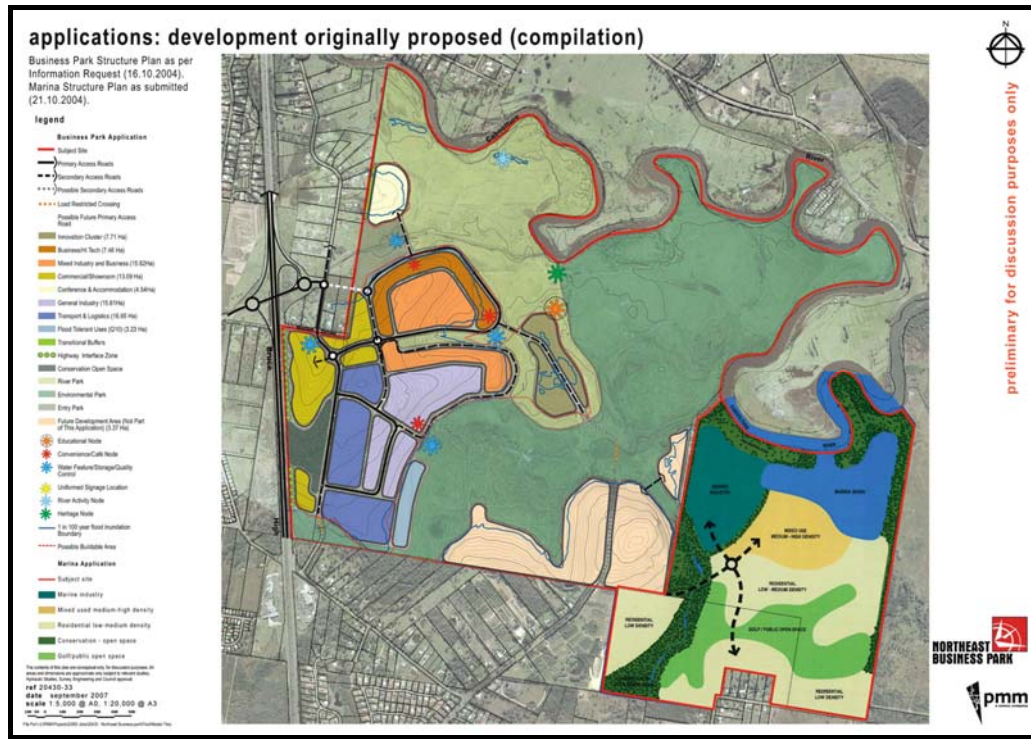


Key to the Extent of the Applications as Originally Submitted

- | | |
|--|---|
| Business Park Application (as at 18/06/2002) | Marina Application (as at 8/10/2004) |
|--|---|

PMM Drawing 20430-32

Figure 7-7
Existing Applications: Original Proposals



PMM Drawing 20430-33

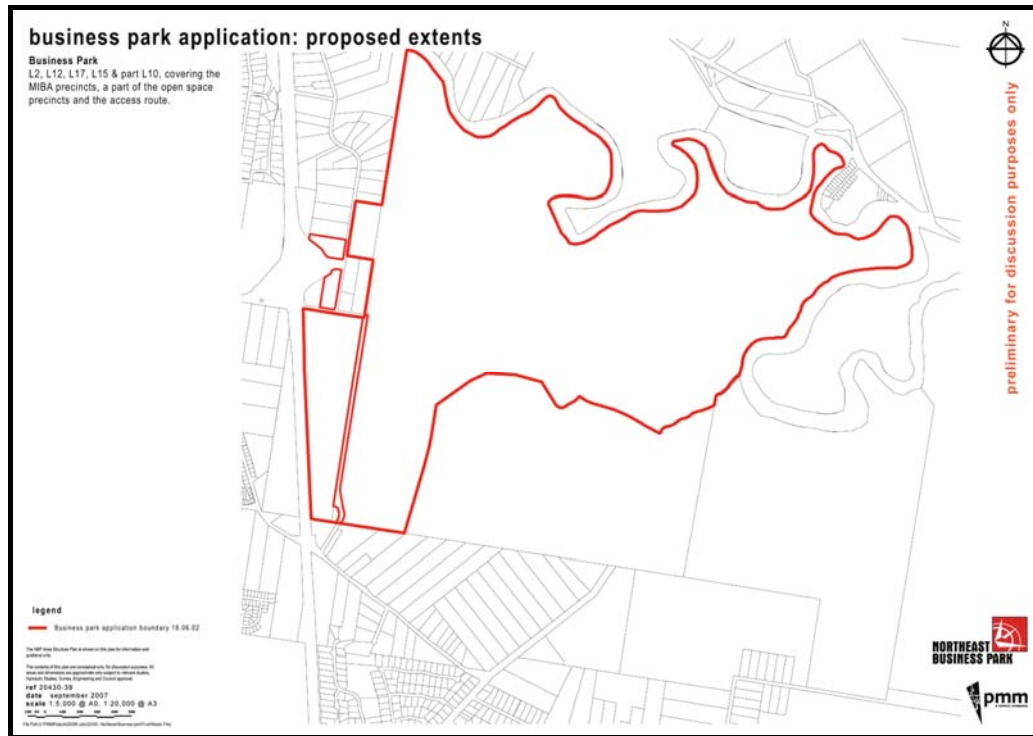
7.3.4.1 The Business Park Application

The Business Park Application has been changed as follows:

- Amendments to the Site Area (as shown on *Figure 7-8* and *Figure 7-10*) to:
 - o expand the application's extent to include Lots 12, 15 and 17; and
 - o reduce the application's extent over Lot 10 to encompass only the area to the north and west of Raff Creek.
- Development Proposals and the Preliminary Approval overriding the Planning Scheme (replacing the previously submitted proposals with the Information Request response) to seek approval for:
 - o the NEBP Area Plan and Structure Plan (contained within *Appendix B*) across the amended Business Park Application area;
 - o the proposed uses which are to be as per the NEBP Area Plan (a full list of uses are included in Appendix I. In summary, these use are the MIBA Precincts and components of the Open Space Precincts including the Community Multi Use Precinct, Environment Centre and Heritage Park;
 - o Preliminary Approval for bulk earthworks; and

- o facilitation of the potential NSA road corridor, including access to the Buchanan Rd interchange.

Figure 7-8
Business Park Application: Proposed Extents



PMM Drawing 20430-39

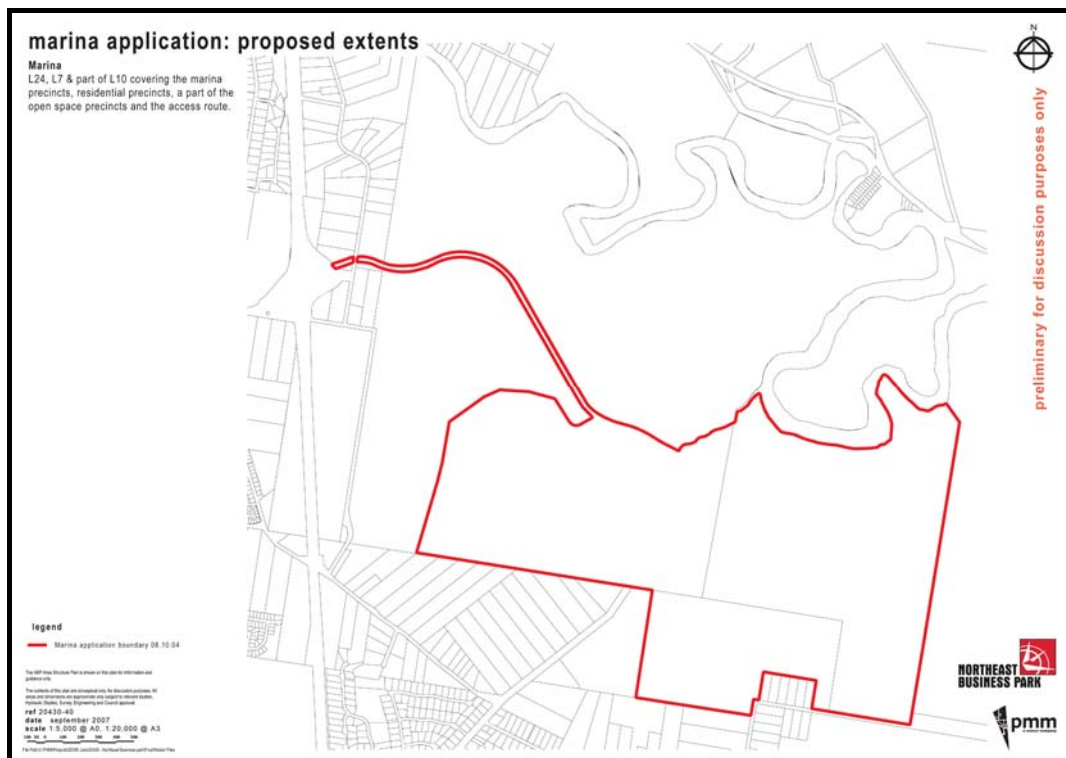
7.3.4.2 The Marina Application

The Marina Application has been changed as follows.

- Amendments to the Site Area (as shown on *Figure 7-9* and *Figure 7-10*) to:
 - o expand the application's extent to include Lots 12 and 17 and;
 - o include areas of Lot 10 within the Main Boulevard, part of Raff Creek and land generally to the south and east of Raff Creek.
- Development Proposals and the Preliminary Approval overriding the Planning Scheme (replacing the previously submitted proposals) to seek approval for:
 - o the NEBP Area Plan and Structure Plan (contained within *Appendix B*) across the amended Business Park Application area;
 - o the proposed uses, which are to be as per the NEBP Area Plan (a full list of uses are included Appendix I). In summary these are the Marina Precincts, Residential Precincts and the remaining Open Space Precincts, including the Golf Club and Course;

- o Preliminary Approvals for ERAs 11 – Fuel Storage, 22 – Screening, 69 – Boat Maintaining and 73 - Marina;
- o Preliminary Approval for bulk earthworks; and
- o facilitation of a potential NSA road corridor, including access to the Buchanan Rd interchange;

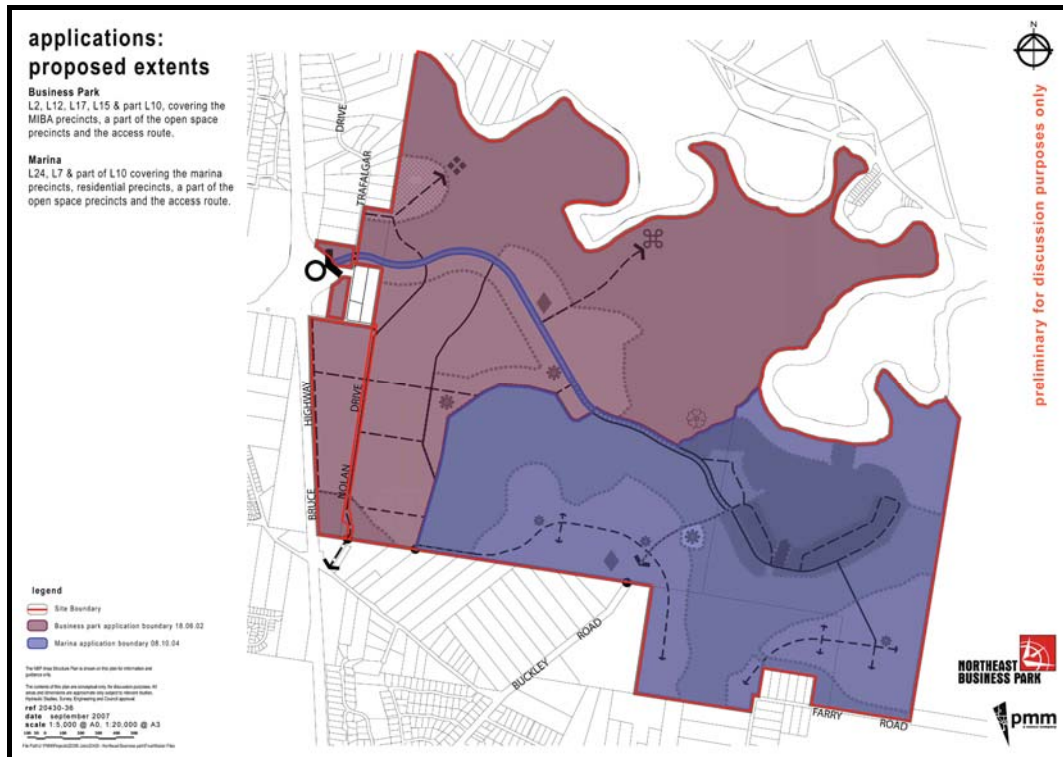
Figure 7-9
Marina Application: Proposed Extents



PMM Drawing 20430-40

Seen together, the extents of the changed applications are as shown below in Figure 7-10. Note that the component of the North-South Arterial road corridor extending through the MBA Precincts and the access links to the Buchanans Road Interchange are included within both applications.

Figure 7-10
Existing Applications As Changed: Proposed Extents



Key to the Extent of the Applications



Business Park Application (as changed)



Marina Application (as changed)

PMM Drawing 20430-36

7.3.4.3 Extent of Changes

Section 3.2.9 of the *Integrated Planning Act 1997* deals with the process of changing applications, and does not prescribe limits on the changes that may be made. Accordingly, for an existing development application, adding to or amending the land the subject of that Development Application is permissible under the *Integrated Planning Act 1997*.

Section 3.2.9 of the *IPA* stops the IDAS process on the day the notice of the change is received by the Assessment Manager and re-starts it from the start of the acknowledgement period. This leads to the reissuing of an Acknowledgement Notice by the Assessment Manager and the repetition of previously completed steps of the IDAS process. For the two existing development applications, the Acknowledgement Notice must be drafted in light of the provisions of s37 of the *SDPWOA* as discussed above in *Section 7.2.3*.

In this case, the changes – looked at broadly and fairly – are relatively minor for such a large proposal. In totality, the overall extent of the land subject of both development applications is almost identical. Changes to the individual lots the subject of each development application reflect the sensible and logical demarcation of the proposed land uses for the overall development.

7.3.4.4 Assessment of Changed Applications

The two current development applications must be assessed and decided according to the law in existence when each application was made, subject to the ability of the assessing authority to give weight to later laws and policies in certain circumstances.

Accordingly:

- assessable development within a changed Development Application is limited to the matters which were assessable development at the time the application was made (such that any matters which have become assessable development under the current law since the time the application was made must be subject to a separate Development Application); and
- referral agencies and jurisdictions for a Development Application are limited to those identified in Schedule 2 of the *IPR* which applied at the time the application was made (ie, referral agencies and jurisdictions under the current law which did not apply at the time the original development application was made are not, and cannot be referral agencies for the changed development application). Of course, this does not take anything away from the ability of the assessment manager and each of the concurrence agencies to seek advice from any entity whatsoever for the purpose of assessing and deciding the Development Applications (see *Integrated Planning Act 1997* section 3.2.7).

Other than seeking Preliminary Approval for Operational Work for bulk earthworks, the changed applications do not address aspects of Operational Work which were assessable development at the time of lodgement. Consequently, the aspects of assessable development which are not included in the two current Development Applications must be subsequently addressed by further development applications, in order to provide a full basis from which to implement the development, as set out in *Appendix F*.

Since the submission of the current applications, the significant changes in the regulatory environment are:

- amendments to the *IPA*, including
 - o alterations to the definitions of components of "development", primarily to the definitions of Material Change of Use and Operational Works; and
 - o alterations to the referral triggers;
- commencement and amendment of the South East Queensland Regional Plan; and
- commencement of the *Caboolture Shire Plan 2005*.

Due to the amendments to the definition of development, the versions of *IPA* applicable to each application are:

- Business Park - submitted 18 June 2002 - *IPA* Rev 4E effective 25 May 2001 applies; and
- Marina - submitted 21 October 2004 - *IPA* Rev 5G effective 17 October 2004 applies

whereas IPA Rev 8F effective 21 September 2007 currently applies. The incremental changes to the definition of development which have occurred subsequent to submission of the applications are shown below in Table 7–2.

Table 7–2 Incremental Changes to the Definition of Development (IPA s1.3.5)		
Business Park (18/06/2002) (IPA Rev 4E, effective 25/05/2001)	Marina (21/10/2004) (IPA rev 5G, effective 17/10/2004)	Current (IPA rev 8F, effective 25/09/2007)
<i>material change of use</i> , of premises, means— (a) the start of a new use of the premises; or (b) the re-establishment on the premises of a use that has been abandoned; or (c) a material change in the intensity or scale of the use of the premises.	<i>material change of use</i> , of premises, means— (a) generally— (i) the start of a new use of the premises; or (ii) the re-establishment on the premises of a use that has been abandoned; or (iii) a material change in the intensity or scale of the use of the premises; or (b) for administering IDAS under the Environmental Protection Act 1994 for environmentally relevant activities (other than for a mining activity, a petroleum activity or a mobile and temporary environmentally relevant activity)— (i) the start of a new environmentally relevant activity on the premises; or (ii) an increase in the threshold of an environmentally relevant activity on the premises; or (iii) the re-establishment on the premises of an environmentally relevant activity that has been abandoned; or (iv) a material change in the intensity or scale of an environmentally relevant activity on the premises.	<i>material change of use</i> , of premises, means— (a) generally— (i) the start of a new use of the premises; or (ii) the re-establishment on the premises of a use that has been abandoned; or (iii) a material change in the intensity or scale of these of the premises; or (b) for administering IDAS under the Environmental Protection Act 1994 for environmentally relevant activities (other than for a mining activity, a petroleum activity or a mobile and temporary environmentally relevant activity)— (i) the start of a new environmentally relevant activation the premises; or (ii) an increase in the threshold of an environmentally relevant activity on the premises; or (iii) the re-establishment on the premises of an environmentally relevant activity that has been abandoned; or (iv) a material change in the intensity or scale of an environmentally relevant activity on the premises; or (c) the continuation of an environmentally relevant activity on the premises if— (i) an approval for the activity ceases to have effect because of the operation of the Environmental Protection Act 1994, section 619(2)(e) or 624(2)(b);4 or (ii) there is no development approval for the activity and it was, at any time before 4 October 2004,carried out

Table 7-2 Incremental Changes to the Definition of Development (IPA s1.3.5)		
Business Park (18/06/2002) (IPA Rev 4E, effective 25/05/2001)	Marina (21/10/2004) (IPA rev 5G, effective 17/10/2004)	Current (IPA rev 8F, effective 25/09/2007)
		without an environmental authority as required under the Environmental Protection Act 1994.
<i>operational work</i> means— (a) extracting gravel, rock, sand or soil from the place where it occurs naturally; or (b) conducting a forest practice; or (c) excavating or filling that materially affects premises or their use; or (d) placing an advertising device on premises; or (e) undertaking work (other than destroying or removing vegetation not on freehold land) in, on, over or under premises that materially affects premises or their use; or (f) clearing vegetation on freehold land; or (g) operations of any kind and all things constructed or installed that allow taking, or interfering with, water (other than using a water truck to pump water) under the Water Act 2000; but does not include building, drainage or plumbing work.	<i>operational work</i> — 1 Operational work means— (a) extracting gravel, rock, sand or soil from the place where it occurs naturally; or (b) conducting a forest practice; or (c) excavating or filling that materially affects premises or their use; or (d) placing an advertising device on premises; or (e) undertaking work in, on, over or under premises that materially affects premises or their use; or (f) clearing vegetation, including vegetation to which VMA applies; or (g) undertaking operations of any kind and all things constructed or installed that allow taking, or interfering with, water (other than using a water truck to pump water) under the Water Act 2000; or (h) undertaking— (i) tidal works; or (ii) work in a coastal management district. 2 Operational work does not include— (a) for items 1(a) to (f)—any element of the work that is building, drainage or plumbing work; or (b) clearing vegetation on— (i) a forest reserve under the Nature Conservation Act 1992; or (ii) a protected area under the Nature Conservation Act 1992, section 28; or (iii) an area declared as a state forest or timber reserve under the Forestry Act 1959; or (iv) a forest entitlement area under the Land Act 1994.	<i>operational work</i> — 1 Operational work means— (a) extracting gravel, rock, sand or soil from the place where it occurs naturally; or (b) conducting a forest practice; or (c) excavating or filling that materially affects premises or their use; or (d) placing an advertising device on premises; or (e) undertaking work in, on, over or under premises that materially affects premises or their use; or (f) clearing vegetation, including vegetation to which VMA applies; or (g) undertaking operations of any kind and all things constructed or installed that allow taking, or interfering with, water (other than using a water truck to pump water) under the Water Act 2000; or (h) undertaking— (i) tidal works; or (ii) work in a coastal management district; or (i) constructing or raising waterway barrier works; or (j) performing work in a declared fish habitat area; or (k) removing, destroying or damaging a marine plant; or (l) undertaking roadworks on a local government road. 2 Operational work does not include— (a) for items 1(a) to (f) and (j), any element of the work that is— (i) building work other than building work for reconfiguring a lot; or (ii) drainage work; or (iii) plumbing work; or (b) clearing vegetation on— (i) a forest reserve under the

Table 7-2 Incremental Changes to the Definition of Development (IPA s1.3.5)		
Business Park (18/06/2002) (IPA Rev 4E, effective 25/05/2001)	Marina (21/10/2004) (IPA rev 5G, effective 17/10/2004)	Current (IPA rev 8F, effective 25/09/2007)
		NatureConservation Act 1992; or (ii) a protected area under the NatureConservation Act 1992, section 28; or (iii) an area declared as a state forest or timberreserve under the Forestry Act 1959; or a forest entitlement area under the Land Act1994.

Table 7-2 indicates that the current applications cannot address the following matters.

- For the Business Park Development Application, any Environmentally Relevant Activities proposed within the site area, undertaking tidal works, work in a coastal management district, constructing or raising waterway barrier works, performing work in a declared fish habitat area, removing, destroying or damaging a marine plant, or undertaking roadworks on a local government road; and
- For the Marina Development Application, constructing or raising waterway barrier works, performing work in a declared fish habitat area, removing, destroying or damaging a marine plant, or undertaking roadworks on a local government road.

It is anticipated that for terrestrial matters, the majority of these issues will be resolved through IDAS referrals triggered through Development Applications for bulk earthworks across the entire NEBP site area. Similarly, the marine works will address the matters regulated through the IDAS in a single proposal, as generally described in *Appendix F*.

7.3.4.5 Recommendations of the CoG's Report

Should the CoG support the proposal, it is anticipated and requested that the CoG's Report will make recommendations regarding future approvals and enabling provisions, including

- approval conditions for the two current applications (as changed);
- recommendations regarding the participants, extent, scope and charging regimes of an Infrastructure Agreement (including if appropriate a State Infrastructure Agreement) associated with the Preliminary Approvals;
- enabling recommendations for consequential actions by the Government to undertake amendments to statutory instruments that will allow for the issue of resource owners consents and the supplementary approvals, such as:
 - o alterations to the Moreton Bay Zoning Plan to establish a "works area" to enable dredging;

- o the revocation of the components of the Deception Bay FHA within the Caboolture River where work is required for dredging outside the navigation channel and for construction of the entrance channel; and
 - o determination of the coastal management district extents as mapped in the EIS.
- recommendations to the Planning Minister about the designation of the appropriate Assessment Manager for particular applications where Schedule 8A of the IPA is unclear, specifically:
 - o for dredging works in the Caboolture River which extend through the navigation channel and a Fish Habitat Area, the Assessment Manager is requested to be the Department of Primary Industries and Fisheries, Concurrence Agencies are requested to be any other applicable agencies;
 - o for the construction of the marina basin and river connections, the Assessment Manager is requested to be the Local Government, Concurrence Agencies are requested to be any other applicable agencies.
- recommendations to State Government agencies towards gaining the necessary tenure, resource entitlements and resource allocations over State interests relevant to the NEBP proposal;
- amendments to the SEQ Regional Coastal Plan;
- amendments to the SEQ Regional Plan Urban Footprint;
- exemption from the Regulatory Provisions of the South East Queensland Regional Plan under s1.4(1)(e) of the Regulatory Provisions;
- declaration of the project as a "prescribed project" pursuant to s76E of the SDPWOA;
- recommendations to amendments to update statutory planning instruments;
- recommendations and conditions on the future applications; and
- any other recommendations, as appropriate.

7.3.4.6 SEQRP Regulatory Provisions

As both Development Applications are still current and were lodged prior to the publication of the Draft SEQRP on 27 October, 2004, the regulatory provisions of the SEQRP do not apply to the current Development Applications. This is set out in s1.4(1) of the Regulatory Provisions, namely:

1.4 When these regulatory provisions do not apply:

(1) *These regulatory provisions do not apply to -*

- a. *development carried out under a development approval for a development application that was made before 27 October 2004; or ...*

-
- e. *development that is -*
- i. *declared to be a significant project or located in a State development area; and*
 - ii. *confirmed in writing by the regional planning Minister to be exempt from these regulatory provisions: or...*
- (2) *Subsection (1)(a) and (f) apply even if further development permits are needed to facilitate an approval mentioned in either subsection.*

Additionally, the SEQRP's Regulatory Provisions apply only to Development Applications for a Material Change of Use or Reconfiguration of a Lot. The supplementary applications described above are not for matters controlled by the Regulatory Provisions.

The approval process set out above is structured to provide legal means of approval in context of the current relationship to the SEQ Regional Plan's Regulatory Provisions.

Should the CoG's Report recommendations result in the Regional Planning Minister providing an exemption from the Regulatory Provisions of the South East Queensland Regional Plan under s1.4(1)(e), an option would exist for the two current Development Applications for Preliminary Approval to be withdrawn and replaced by a single, comprehensive, Development Application incorporating the changes to the applications and the supplementary applications assessed under IDAS.

The provision of an exemption would simplify Council's the assessment of the applications and in particular the setting of development conditions.

8.0 RESPONSE TO STATUTORY INSTRUMENTS

This Section responds to the policy content of the statutory planning instruments which regulate the development of the Northeast Business Park. It addresses:

- the South East Queensland Regional Plan;
- the Caboolture LGMS and Priority Infrastructure Plan;
- the *Caboolture Shire Plan 2005*;
- the Caboolture Shire Town Planning Scheme 1988; and
- State Planning Policies;

8.1 SOUTH EAST QUEENSLAND REGIONAL PLAN

The South East Queensland Regional Plan 2005-2026 was prepared by the Office of Urban Management in 2005, and is the pre-eminent plan for South-East Queensland, taking precedence over all other planning instruments.

Part of the site lies outside the urban footprint and, hence, promotes consideration regarding whether the proposal complies with the purpose and intents of the SEQRP, and whether the application process conforms to the Regulatory Provisions.

As conveyed in *Sections 5.1 and 7.3.4.6* of this report, we reiterate that the Regulatory Provisions of the SEQRP do not apply to North East Business Park, due to the Preliminary Development Applications being lodged before the release of the Draft Regional Plan.

However, it is contended that this planning report and the balance of the EIS comprehensively demonstrates that the development well and truly establishes overriding net benefit across environmental, economic and social sectors, and has locational requirements necessitating urban development outside the urban footprint.

Moreover, if the development was to proceed, however be limited to a 'compliant development' consisting of a monoculture of District Industry within the urban footprint, the development would provide substantially lesser benefits to the environment, the economy and the community, and the limitation of the development would directly prevent the achievement of many of the main objectives of the SEQRP.

The comparison between the compliant and the complete proposal demonstrate that the community would experience significant adverse economic and social impacts were the development not to proceed or proceed as a 'compliant proposal'

In short, the proposal would conform to the SEQRP even if the Regulatory Provisions were to apply.

The relationship of the development to the SEQRP was discussed in detail in *Section 5.0 - Project Need and Justification* - of this report, where detailed measures were considered in relation to the need for the land uses proposed, including their location, integration and synergies.

8.1.1 Compliance with the SEQRP.

Whilst the adoption of an urban footprint is a major feature of the SEQRP, it is in fact just one tool within an armoury of measures used in order to attempt to achieve the comprehensive range of objectives sought within the SEQRP.

The SEQRP enunciates its vision for the region in a prioritised range of strategic measures including:

- The Regional Vision;
- Strategic Directions;
- Regional Land Use Pattern; and
- Regional Policies, consisting of Desired Regional Outcomes, Principles and Detailed policies.

In this manner both the strategic and the detailed objectives of the SEQRP are communicated. It is contended that analysis against the full intent of the SEQRP is the most robust means of determining compliance with the SEQRP.

8.1.1.1 Regional Vision

Whilst the vision for South East Queensland is obviously pitched to the scale of the region it is instructive to consider the extent to which the SEQ vision corresponds with the vision for NEBP.

An excerpt of the Regional Vision for SEQ is repeated below;

A future for SEQ which is sustainable, affordable, prosperous and liveable, where:

Communities are safe, healthy, accessible and inclusive; there are diverse employment opportunities, and quality infrastructure and services, including education and health;

urban and rural areas are mutually supportive and collaborative in creating wealth for the community;

development is sustainable, well designed and the subtropical character is recognised and reinforced;

ecologically and culturally significant landscapes are valued, celebrated and protected; and

the community has access to a range of open space and recreational opportunities.

It is contended that the vision for NEBP is consistent with this entire excerpt from the vision statement for SEQ.

8.1.1.2 Strategic Directions

Whilst the Strategic Directions for SEQ also obviously relate to the region, the NEBP proposal corresponds well with the following relevant Strategic Directions:

- Creating a more sustainable future;
- Identifying land to accommodate future growth;
- Promoting land use efficiency;
- Enhancing the identity of regional communities;
- Providing infrastructure and services;
- Integrating land use, transport and economic activity;

8.1.1.3 Desired Regional Outcomes

The Desired Regional Outcomes (DROs) of the SEQRP provide more detail in respect of how the Strategic Directions are achieved. Table 8–1 conveys each DRO and provides responses to the extent that the NEBP delivers or is consistent with the DRO.

Table 8–1 South East Queensland Regional Plan Desired Regional Outcomes and NEBP Attributes	
Desired Regional Outcome	Delivered by Northeast Business Park
Sustainability: 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	Northeast Business Park has been conceived and designed in an integrated and holistic manner in order to maximise sustainable net benefits to the community, the environment and the economy. An Industrial Ecology framework has been proposed for the MIBA and its relationship to the development and to the region. The land uses proposed have been designed to complement each other such that they all benefit from coco-location. The integration of uses in a masterplanned environment allows people to genuinely 'live, work and play' in the one locality. The development will facilitate Public Transport. The development codes and design guidelines are based on best practice sustainability principles and practices. A key objective of the development is to be an exemplar of sustainable development. The development will clearly generate prosperity, enhance quality of life and provide high levels of environmental protection.
Natural Environment: 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	Rehabilitation of riparian vegetation and degraded lands. Marina design regulation and management to decrease pollution impacts and improve water quality. Areas of open space and managed access points to the river will protect riverbanks and meet demand for community river access and recreation areas. A balance of economic and social development with environmental protection and open space areas. The design focuses on the integration of all aspects of the development, social, cultural & lifestyle activities, economic & business activity and environmental maintenance. Eucalypt trees favoured by Koalas and cockatoos will be an important feature of the native vegetation rehabilitation program. WSUD, wetland and treatment train to improve existing stormwater quality.

Table 8-1
South East Queensland Regional Plan Desired Regional Outcomes and NEBP Attributes

Desired Regional Outcome	Delivered by Northeast Business Park
Regional Landscape: The key environmental, economic, social and cultural resources of the regional landscape are identified and secured to meet community needs and achieve ecological sustainability	The maintenance and preservation of the cultural assets and history of the site are ensured through the facilitation of the cultural precinct and associated interpretation facilities. The Northeast Business Park is a high standard development designed to meet the demands of regional industry growth that aims to make optimum use of the site to meet community needs whilst enhancing ecological sustainability. Rehabilitation of open space areas including access to Caboolture River greatly improves the community's access and ability to appreciate the landscape values of the site and surrounds.
Natural Resources: Regional natural resource and rural protection areas are protected, enhanced and used sustainably	Protection of the declared fish habitat area (FHA) and rehabilitation of riparian vegetation. Increase in potential fish habitat in marina. Protection and operational regulation of marine based activity to reduce impacts of pollution, etc on the Caboolture river ways. Stormwater treatment train incorporating WSUD principles to improve stormwater quality. Development of additional wetlands and natural areas. Responsible development of degraded agricultural land.
Desired Regional Outcomes: Rural communities are strong and viable with sustainable economies contributing to the health, character and liveability of the region	Economic flow on effects arising from the development are of sufficient magnitude to noticeably permeate the region, including rural communities.
Strong Communities: 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	Improvement of community identity and ownership with the marine precinct and business park development that boasts a range of facilities (recreational, community, etc), employment opportunities and lifestyle choices currently limited or not available in the region. The development provides a complete community with a wide range of community facilities encouraging a 'live, work & play' lifestyle. Community and recreational facilities promote healthy lifestyles and provide benefit to the region.
Engaging Aboriginal and Torres Strait Islander Peoples: 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	Cultural heritage studies undertaken and development subject to a Cultural Heritage Management Plan Heritage precinct draws out the indigenous and European cultural heritage of the site and disseminates the history of the site to visitors. Adoption of equal opportunities policy and opportunity for education, training and employment.
Urban Development: A compact and sustainable urban pattern of well-planned communities, supported by a network of accessible and convenient	The Northeast Business Park provides a level of density in alignment with the SEQRP, making efficient use of a strategically located site. The Marina Village and community nodes conveniently provide for the needs of residents and workforce, by collocating residential with employment and transport to engender relative 'self containment'.

Table 8-1
South East Queensland Regional Plan Desired Regional Outcomes and NEBP Attributes

Desired Regional Outcome	Delivered by Northeast Business Park
centres close to residential areas, employment locations and transport	The open space and integrated transport and recreation infrastructure also influence the positive contribution to urban development in the region. A synergy and complementary relationship between the site and Morayfield/Caboolture Principal Activity Centre, with both areas catering to different markets, but employees located on the site will utilise the facilities offered in the centre.
Economic Development: 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	NEBP will be a flagship employment district for the region leveraging its proximity to the natural (river) and built (Bruce highway & existing business precincts) to create an outstanding business environment attracting high value and diversified economic development. The marine industry hub provides a competitive advantage for the region to supply the current shortages of the marina and marine industries market, whilst holding a strategic location that is highly accessible. Indirect economic flow on effects to the region are commensurate with direct economic benefit, strongly enhancing the regional economy and adding to the economic strength of the State. The integrated nature of the proposal proactively leverages the region's competitive advantages to deliver exports, investment, and sustainable and accessible jobs.
Infrastructure: Regional infrastructure and services are planned, coordinated and delivered in a timely manner to support existing and future settlement patterns and desired community outcomes	Infrastructure will be provided and upgraded to meet the needs of the development in an integrated and coordinated manner, in accordance with an Infrastructure agreement, equitably sharing costs and benefits. Internal infrastructure includes marine, residential, community facilities and recreational facilities supporting the development and the community. Employment, housing, facilities and public transport all support the strengthening role of Caboolture/Morayfield as the region's Principal Activity Centre.
Water Management: Water in the region is managed on a sustainable and integrated basis to provide adequate supplies for human and environmental uses	The development will have full access to reticulated recycled water for non potable uses, reducing potable demands and improving Caboolture river quality by polishing the water prior to discharge. Best practice water efficiency measures and water harvesting further reduce potable water demands. The marina design and marine regulated activity will potentially improve the effects on water quality in the Caboolture River from under regulated marine activity. Development and planning incorporates storm water management strategies to effectively reduce the nutrient and pollutant export from the existing site.
Integrated Transport: 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	The development will facilitate strengthened public transport links to Morayfield and Caboolture, including the northern rail corridor, to encourage greater public transport use and accessibility in all centres. The development has been designed as a masterplanned community providing efficient connections between people, employment and recreation whilst promoting public transport and walking and cycling. The site is well located to take strategic advantage of its location adjacent to the Bruce Highway and close to the northern rail corridor.

8.1.2 Principles and Policies

The SEQRP creates a number of Principles and policies to provide more detailed guidance towards the achievement of the DROs. These take the statutory effect of State Planning Policies in the assessment of development applications.

It is considered that Northeast Business Park can in fact be an exemplar of such DEOs, principles and policies, and meets such objectives much more completely than an alternative 'Compliant Proposal' restricted to District Industry uses within the current Urban footprint. In fact, it is contended that the proposal can meet the intent of the SEQRP much more completely than the vast majority of developments in SEQ.

Owing to the importance of the SEQRP, each relevant DRO, Principle and Policy has been addressed and is included as *Appendix J* of this report.

8.1.3 Regional Precedence

The Office of Urban Management has used the Urban Footprint boundary as an important tool to provide greater control and a strong message to the development industry about where urban development is expected. Superficially, approval of NEBP development as proposed could be seen as creating precedence in relation to urban development occurring outside the urban footprint.

In addition to the NEBP applications being exempt from the Regulatory Provisions of the SEQRP, it is contended that the analysis provided in *Sections 5 and 8* of this report clearly demonstrates that the statutory circumstances, the site attributes and the economic and community needs pertinent to this development present a unique combination which could not therefore be used as a direct example of precedence for other developments.

The analysis is also considered to demonstrate a remarkable degree of alignment between the development and both the broad and the detailed objectives of the SEQRP. The main precedence that could be ascertained is that the SEQRP provides comprehensive guidance towards the achievement of sustainable, prosperous communities and those developments which comprehensively meet the objectives of the SEQRP will provide exemplars to the development industry.

8.2 CABOOLTURE LGMS AND PRIORITY INFRASTRUCTURE PLAN

8.2.1 LGMS

Local Growth Management Strategies are required under the SEQRP to be prepared by each Local Authority to, amongst other things, demonstrate how dwelling targets and associated jobs and infrastructure are to be accommodated.

The Caboolture LGMS is currently being prepared, with public advertising expected to commence in November 2007.

The NEBP development represents an atypical circumstance. LGMSs are specifically focussed on land within the urban footprint. The NEBP site is partly within and partly outside the urban footprint, yet is based upon existing legal applications and has subsequently been declared as a Significant Project under the SDPWOA.

Whilst the LGMS should not pre-empt the approval decision, similarly, it cannot discount the prospect of approval. Accordingly, it is contended that the LGMS should recognise the subject site as being subject to an EIS process under the terms of the SDPWOA, and that the LGMS will be subsequently adapted to reflect the decision arising from the process.

8.2.2 Priority Infrastructure Plan

Priority Infrastructure Plans are also required as a local implementation vehicle under the SEQRP supporting the LGMS. All Councils have until June 2008 to deliver their PIPs. As a determination on NEBP should have been completed in advance of that time, it is anticipated that the PIP will accommodate the NEBP site, if approved. It is noted, that infrastructure directly required as a result of the development will be constructed by the proponent.

8.3 STATE PLANNING POLICIES

State Planning Policies (SPPs) set out the State government's interests in environmental management and development control. Whilst the main purpose of SPPs is to shape Planning Schemes so that the State's requirements can be incorporated with those of Local Governments, SPPs are also relevant in the determination of Development Applications. The SPPs are reviewed below.

8.3.1.1 SPP1/92: Development and the Conservation of Agricultural Land

This SPP seeks to retain agricultural land for cropping purposes and to ensure adequate buffers are provided between incompatible land uses.

The NEBP site is currently rural in character, reflecting the historical plantation forestry practices that have occurred. The soils assessments undertaken by Coffey and included in *EIS Appendix R1 Geotechnical Interpretive Report* indicate that the soils on the NEBP site are not well suited to agricultural practices.

To the east, the adjoining land is also rural, but again, is not used for agricultural activities due to soil characteristics.

The NEBP Area Plan and the Structure Plan seek to provide buffers within the site to the rural residential land to the north-west and south, where adjacent properties may conduct minor agricultural operations without need for approval. Agricultural operations on the adjoining sites are likely to be limited due to the size of the lots, but could encompass small scale market garden activities. It is considered that the introduction of the NEBP uses, in conjunction with the required buffering, would not cause a conflict with any such neighbouring agricultural practices.

8.3.1.2 SPP1/02: Development in the Vicinity of Certain Airports and Aviation Facilities

The intent of this SPP is to ensure that incompatible land uses do not compromise the function of key airports.

Whilst the Northeast Business Park site is located close to the Caboolture Aerodrome, the site does not align with the runway and is not adversely affected by aircraft noise. Therefore, there is no conflict between the development and the aerodrome's operations.

8.3.1.3 SPP2/02: Planning and Managing Development Involving Acid Sulfate Soils

This SPP aims to ensure that development involving acid sulfate soils is planned and managed to avoid the release of potentially harmful contaminants into the environment.

The requirements of the SPP are incorporated into the *Caboolture Shire Plan 2005*, and the extent of potential ASS have been assessed in site specific reporting undertaken by Coffey Geotechnical, Douglas Partners and Cardno Environmental (as contained in *EIS Appendices R1, R2 and R4*).

Management of potential ASS in earthworks and dredging operations has been considered in detail by Cardno with the approach conveyed in an Acid Sulfate Soils Management Plan (*EIS Appendix R4*).

Additionally, the NEBP Area Plan proposes the inclusion of an Acid Sulfate Soils Overlay to provide an on-going management tool for development affecting acid sulfate soils.

8.3.1.4 SPP1/03: Mitigating the Adverse Impacts of Flood, Bushfire and Landslide

This SPP aims to minimise the potential adverse impacts of flood, bushfire and landslide on people, property, economic activity and the environment. The *Caboolture Shire Plan 2005* includes a number of Codes, Overlays and Planning Scheme Policies regarding these matters, and a response to the requirements of the SPP is set out below at *Section 8.4.4 and 8.4.5*.

8.3.1.5 State and Regional Coastal Management Plan

Under the Coastal Protection and Management Act 1995, the State Coastal Management Plan and underlying Regional Coastal Management Plans (such as the South East Queensland Regional Coastal Management Plan) have the status of State Planning Policies for the purpose of making and amending planning schemes and assessing and deciding development applications.

The requirements of the Coastal Management Plans are reviewed in *Chapter 4.5 of the EIS*, whilst the coastal environment is described within the following reports:

- *EIS Appendix EIS Appendix L2 Cardno Environment: Matters of National Environmental Significance;*
- *EIS Appendix L3 The Ecology Lab: Aquatic Ecology Assessment Report; and*
- *EIS Appendix M1 Cardno Environment: Caboolture River Siltation Study.*

8.3.1.6 SPP 1/07: Housing and Residential Development (including Guideline)

SPP1/07 applies when a local government decides to prepare a new scheme or amend an existing scheme or is required to amend their planning scheme as a result of a regional planning process. The SPP requires local governments to identify the housing needs of their community and analyse, ensure that the Planning Scheme provides opportunities for a range of housing options that respond to the housing needs of the community.

Although the Policy has no effect when development applications are assessed, preparation of the NEBP Area Plan has been mindful of the objectives of SPP1/07, and seeks to provide housing types to meet the range of needs of people in the community. Housing options within the NEBP Area provide for variations in household size through differentiation of lot sizes, built form typologies and density.

Additionally, provision of an affordable housing levy has been proposed by the proponent to help leverage the provision of affordable housing in the region.

Residential uses at the NEBP are focused around the development of neighbourhood identities and are fundamental to the achievement of the vision.

8.3.1.7 SPP2/07: Protection of Extractive Resources

The Draft SPP on extractive industries works to identify and preserve extractive resources of state significance, to protect those resources from incompatible development and to limit the impact of resource exploitation upon sensitive receiving environments.

There are no extractive activities or haul routes near the site.

8.4 THE CABOOLTURE SHIRE PLAN 2005

Under IPA, Local Government Planning Schemes form the main instrument for planning and development assessment. Whilst the original applications were lodged under the Superseded Planning Scheme, the Local Authority can give weight to later statutory instruments in assessment. The current applicable Local Government Planning Scheme is the *Caboolture Shire Plan 2005*.

The *Caboolture Shire Plan 2005* is structured with

- A non-statutory strategic framework;
- three overarching planning areas, for which a series of overall outcomes are sought;
- a series of zones within the planning areas, for which there are overall and specific outcomes (in the form of codes);
- overlays providing a framework for assessments of environmental and technical constraints (also with codes);
- codes that apply to development for a stated purpose or development of a stated type;
- associated Planning Scheme Policies that support the operation of the codes and overlays and establish charging mechanisms for infrastructure provision.

As noted above in *Section 7.3.2*, the designations under the *Caboolture Shire Plan 2005* are set out in *Appendix G*.

Whilst the provisions of the Planning Scheme are extensive, not all aspects are relevant to the development intent for the NEBP project. Those aspects which do have a role in managing the development of the NEBP, including considerations which are incorporated into the proposed NEBP Area Plan, are set out below.

8.4.1 Strategic Framework

Although the Strategic Framework at Part 1 of the CSP has no role in development assessment, it does set out the manner in which development is expected to be undertaken, it establishes the overall parameters of the Planning Scheme.

The NEBP project has been designed and its planning framework constructed in a manner cognisant of the CSC's Strategic Framework. In particular, the pattern of development promoted through the Structure Plan and the controls included within the NEBP Area Plan ensure the proposals achieve the strategic intents of the Planning Scheme

- there is a clear delineation of development areas against the preservation of a large extent of open space areas within the development, providing an open space connection through the site that links Caboolture with Moreton Bay along the Caboolture River;
- development capitalises upon the site's locational characteristics and advantages to maximise the economic and social benefits that arise from uses within the urban footprint;
- a range of residential housing opportunities are created in proximity to major employment locations, with a high degree of accessibility to public transport, services and centre activities;
- a mixture of interdependent uses occur in a manner that maximises the synergies created by the business and industry activities, over time establishing a range of employment-led uses equivalent to the function of a mid-level centre that supports the role of the Caboolture-Morayfield Principal Activity Centre;
- The MBA Precincts are established as a high quality, master-planned location for environmentally responsible businesses and industries with a range of supporting uses; and
- The NEBP Area Precincts have distinct and individual identities reinforced by contemporary sustainable architecture and landscape design which responds to the site character.

8.4.2 Desired Environmental Outcome

Part 3 of the *Caboolture Shire Plan 2005* sets out Desired Environmental Outcomes (DEOs) for the entire Shire.

The Northeast Business Park is intended to be an innovative development, tailored to the attributes of the site and as such it has been necessary to orchestrate the planning from a broad scale and ensure proposed development is consistent with the entire Caboolture Shire.

In order to achieve conformity on a broad scale, initial planning has been largely based on the DEOs and intended outcomes for development as detailed in the Caboolture Planning Scheme. It is intended for development to be consistent with these principles which ultimately will provide an outcome which will integrate with the existing and future development areas of Caboolture Shire.

The DEOs listed in the Caboolture Planning Scheme as shown below provided a framework for the proposal which as a result is consistent with these outcomes. *Table 8-2* below provides a detailed summary of each DEO and its relationship with the proposal.

Table 8-2
Response to Desired Environmental Outcomes

Desired Environmental Outcomes	Response
(i) The ecological qualities of areas of local, regional and State ecological significance including waterways, coastlines, areas of remnant vegetation and wildlife corridors (and the species they support, including critical habitat and species of conservation significance) are protected and enhanced.	The development intent and Structure Plan for the NEBP project seek the protection and rehabilitation of the riparian corridors and other areas within the site of local, regional and state ecological. Built form development on the 762ha site will only comprise 45% of the total site area with the remaining 55% being intended for wetlands, open space, restored river banks, community parks, and recreation facilities.
(ii) There are no significant adverse effects on major natural features, including the D'Aguilar Range, the Glass House Mountains, land within and adjoining coastal management districts, Pumicestone Passage, Deception Bay and waterways draining to those features, in terms of land, air or water quality, recreational use, scenic amenity or their use as open space links.	The master planning and detailed environmental planning for the development will ensure that the NEBP project does not result in any adverse effects on the Caboolture River, the downstream wetlands or Moreton Bay. The provisions of the NEBP Area Plan establishes on-going development controls to implement sustainable development, whilst the Open Space Masterplan works to preserve, restore and manage on-site areas of natural and environmental significance.
(iii) Extractive and mineral resources, good quality agricultural land, forestry resources and fisheries are available for ongoing productive use.	The previous intensive forestry activities on the NEBP site have resulted in substantial environmental degradation, limiting the utility of the soils for further forestry or agricultural use. The proposal involves dredging of river borne sands which will be stored and used productively on site.
(iv) The adverse effects of naturally occurring and man-made hazards on the natural environment and human communities are minimised.	The hazards associated with the NEBP site principally concern the effect of flooding and stormwater on the built environment and habitable areas, along with any hazardous activities which eventually arise within the MIBA Precincts and Shipyard. In relation to flooding and stormwater, extensive design and analysis has produced an earthworks model which supports development and maintains flood free development areas with safe means of access. The detailed design controls within the NEBP Area Plan account for the consequential risks to on-going development and habitation. In terms of industrial hazards, the NEBP Area Plan seeks to not only buffer uses through separation, but also limits intensive or polluting activities. Any such activities which do occur would be required to comply with contemporary standards.
(v) Commercial uses are consolidated in Centres and are located in accordance with the centres hierarchy in which higher order commercial, retail and administrative uses are located in the Caboolture-Morayfield Metropolitan Centre, middle order commercial uses are located in the Bellara, Burpengary and Deception Bay District Centres and single or a small number of convenience uses are located in the various local centres dispersed throughout the Shire.	The commercial uses and precincts proposed within the NEBP have been planned to ensure they do not conflict with major functions of the Principal Activity Centre of Caboolture / Morayfield. The commercial uses are intended to complement the primary MIBA and marine industries functions of the NEBP, and are a key aspect for providing an integrated community. Commercial facilities will be provided over time to an extent which meets community needs and capitalises upon the opportunities brought up by the co-location of the MIBA and marina.
(vi) Industrial uses are consolidated in industrial areas and are located in accordance with the industrial hierarchy in which large scale, high impact industries are located in the Regional Industry Zone at	The MIBA Precincts comprise some 169ha, or 48% of the development area, consolidated in the western areas of the site in order to protect the amenities of surrounding areas and the environmental values of Raff Creek and the riparian

Table 8-2
Response to Desired Environmental Outcomes

Desired Environmental Outcomes	Response
Narangba, medium scale low impact industrial uses are located in the District Industry Zone at Caboolture (Bribie Island Road/Bruce Highway interchange) and Morayfield (Nolan Drive) and small, low impact industrial uses are located in the Local Industry Zone dispersed throughout the Shire.	wetlands. The MIBA Precincts will accommodate a range of low impact activities that achieve economic synergies and outcomes which exceed that would otherwise result from traditional District Industry uses. The education and training opportunities in the MIBA Precincts, provided in partnership with local organisations, will ensure that businesses locating at the NEBP and in nearby areas can develop and enhance workforce skills for the benefit of the region. The provision of Community Nodes in the MIBA Precincts further supports the NEBP, though easy access to daily services and support facilities for workers and businesses.
(vii) The Caboolture-Morayfield Centre is the principal administrative, retail, commercial and community centre for the Brisbane north metropolitan region and development in any part of the Shire does not have a significant adverse impact upon this role.	Development within the Northeast Business Park will complement the role of the Principal Activity Centre, by providing a mixture of uses with locational requirements that cannot be accommodated elsewhere. The staged development of the Marina Village and the MIBA Precincts will result in a local economy that contributes strongly to the Caboolture and Morayfield centres.
(viii) Rural lands are conserved as a fundamental and valuable element of the Shire's identity and character and are protected from incompatible non-rural land uses.	The NEBP development forms the interface between the urban footprint and the interurban break, with part of the site currently designated as rural. The NEBP project preserves the characteristics of the river flats and significantly enhances the ecological value functions of the site whilst providing an opportunity to meet the continuing need for industrial and commercial development, accommodate the specialist marine activities and create an integrated and sustainable business and residential community.
(ix) The efficient and effective use and provision of physical and social infrastructure in the Shire is maximised.	The Northeast Business Park will incorporate social and physical infrastructure throughout the development in order to meet the needs of the community, including the provision of high-tech telecommunications, Community Nodes in the MIBA Precincts, active and passive recreational areas throughout the Residential and Open Space Precincts, and the Marina Village which will accommodate a mix of uses.
(x) Opportunities for cultural facilities and services, public places and open space that promote cultural, recreational or social interaction are maximised.	As mentioned, 55% of the site will be reserved for open space and recreational facilities. The recreational aspects of development will be well integrated into the community and will provide opportunities to maximise social interaction within the development, including the waterfront plaza of within the Marina Village and the Community Nodes within the Residential Precincts.
(xi) The cultural heritage values of identified places are protected, maintained and enhanced.	The NEBP site contains several areas of indigenous and European cultural heritage. The Structure Plan seeks the protection of the Moray Fields site within the Heritage Park, which will enhance the site's values and give it prominence within the community. Areas of indigenous significance are addressed through the Cultural Heritage Management Plan (refer to <i>EIS Appendix T2</i> prepared by Davies Heritage Consultants and Gubbi Gubbi).
(xii) The valuable features, built environment and land	The master planning of the site aims to deliver a well

Table 8–2
Response to Desired Environmental Outcomes

Desired Environmental Outcomes	Response
use pattern of new, and the growth or redevelopment of existing communities provides areas with a distinct sense of place and local identity.	balanced development that caters for a broad range of uses. The NEBP Area Plan and Structure Plan delineate a number of specific precincts, each of which will clearly establish individual identities that reflect their location and function. Through this, the NEBP Area will establish a vibrant community and act as a local social focal point.
(xiii) The standards and range of housing, businesses, services and facilities reflect community needs.	The NEBP Area Plan and Structure Plan provide a mix of uses and development opportunities which will respond to a wide variety needs for industrial, residential and commercial activity.
(xiv) Land to the north of the Caboolture and Elimbah urban and rural residential area maintains a rural or forested character as part of the major urban break between the Brisbane and Sunshine Coast metropolitan regions, and the urban areas of Caboolture-Morayfield, Burpengary-Narangba, Deception Bay and Ningi-Sandstone Point are separated from each other by rural residential, rural, open space or nature conservation areas as part of a series of interconnected intra-urban breaks.	The NEBP Structure Plan maintains the character of the river flats, with 55% of the site protected as open space, providing an appropriate interface with the interurban break around Caboolture-Morayfield, and allowing for public access to the Caboolture River. The integrity of the broader interurban break is maintained.
(xv) Opportunities to harness renewable resources over non-renewable resources are maximised.	One intent of the NEBP Structure Plan is to achieve a mix of uses that support one another and allow for people to live and work in the development, avoiding the need for extensive commuting. Additionally, the NEBP Area Plan includes a series of specific outcomes which seek the efficient use of resources and energy. Additional measures will be imposed upon developments through the Design Guidelines, which are anticipated to address matters such as the source of materials, photovoltaic panels and other building features which diminish the need for reliance on non renewable sources. This will be maintained so that future development will be encouraged to conform to key sustainability initiatives.
(xvi) Residential uses are consolidated within the existing urban areas and in particular the Caboolture-Morayfield-Burpengary-Narangba corridor.	Residential development is proposed within the Northeast Business Park in a compact area around the Marina Village and Community Nodes in a manner that can be effectively served by public transport. The development links with the urban designated areas in an integrated manner.

8.4.3 Planning Area Code

The Planning Area Code within the *Caboolture Shire Plan 2005* commences with an initial series of Overall Outcomes that apply across the Shire, followed by Zone specific outcomes and development criteria. These are addressed in turn, as relevant to the NEBP project.

8.4.3.1 Overall Outcomes: Planning Area Code

The Overall Outcomes which apply across the Shire, and include specific provisions for particular parts of the Shire. Relevant responses are as follows in *Table 8–3*.

Table 8-3
Responses to the Overall Outcomes for the Planning Areas

Overall Outcomes		Response
For all Planning Areas		
(i)	Residential Uses	
(A)	Provide a diverse mix of housing, including an affordable housing component, at appropriate localities throughout the area to serve the needs of different households within the community.	The residential uses proposed within the NEBP are a key component of the mix of uses, and are necessary to support the vitality and ensure the viability of the commercial activities, and the public transport system, which are in turn an attractor for the MIBA precinct. The provision of residential uses promotes the integration of housing and employment uses as desired in the South East Queensland Regional Plan. The NEBP Structure Plan proposes residential uses within the Marina Precincts and throughout the Residential Precincts, providing a diverse range of housing types. The NEBP Area Plan seeks higher density uses within the Marina Precincts and close to the Community Nodes of the Residential Precincts, in order to maximise accessibility and the efficient use of land. Pedestrian and cycle routes will extend throughout the residential areas and will link to the MIBA Precincts, community facilities and recreation areas.
(B)	Are connected via integrated pedestrian and bicycle systems to local community facilities and other transport modes in a convenient, safe and attractive manner.	
(ii)	Centres	
(A)	Commercial uses are located in centres in accordance with the centre hierarchy expressed in descending order of importance (both in terms of physical size and function) as follows:	As discussed in Section 5 above, the Northeast Business Park will become a significant economic and employment location. This role and the combination of a significant employment population alongside the residential communities of NEBP and the surrounding areas establishes a catchment in the order of 5000-10,000 persons, indicating that the NEBP Area will function in a manner equivalent of a mid order centre. The synergy achieved by the mix of uses across the site and the project's role in facilitating greater public transport underpins the justification for the NEBP to accommodate commercial uses. As discussed in Sections 4.1 and 4.5, a number of clusters of retail and commercial uses are proposed within the NEBP Area. Generally, these clusters are limited to a scale that supports the needs of the local residential or business community, in order to complement the roles of Caboolture and Morayfield. The Marina Village is the primary focus for retail activities, and provides for convenience shopping needs and a range of food and drink activities, in addition to specialist uses, serving the NEBP employment and residential catchment and marina users. As noted above, the Marina Village is anticipated to have a total GFA of around 11,000m², developed across a twenty-year period. Similarly, the Community Nodes within the MIBA Precincts and the Residential Precincts will provide only limited retail activities in order to maintain the centres hierarchy. The provision of retail showroom uses within the MIBA Highway Precinct is discussed above in Section 5, and is envisaged at a scale and staging that does not adversely impact upon the functioning of the Principal Activity Centre. Development and Precinct intents and Code provisions in
(I)	The Metropolitan Centre generally caters for a catchment population in excess of 100000 persons. The zone is intended to cater for a full range of commercial and retail uses, including a full range of department stores, key government and administrative uses and key community and cultural uses. The zone generally has a gross lettable area in excess of 40000m ² and the Caboolture-Morayfield Centre is the only Metropolitan Centre in the Shire;	
(II)	The District Centre zone generally caters for a catchment population of 5000-8000 households located within a number of communities. The zone is intended to cater for a broad range of commercial and retail uses, including a major chain supermarket, a full range of food stores and personal services, a small variety store and a number of speciality stores and are complemented by a community use such as a library or meeting place. The zone generally has a gross lettable area of between 5000m ² and 15000m ² . District Centres are located at Bellara, Burpengary and Deception Bay;	
(III)	The Local Centre Zone generally caters for 1000-2000 households located in one community. The zone is intended to cater for a limited number of predominantly food	

Table 8-3
Responses to the Overall Outcomes for the Planning Areas

Overall Outcomes	Response
and personal services based retail and convenience stores. The zone generally has a gross lettable area of between 500m² and 4000m². Local centre zones are located throughout the Shire and are consistent in scale and functioning with residential areas. (B) Development does not adversely affect, either individually or cumulatively, the role of Caboolture and Morayfield as the principal activity centre for the northern Brisbane metropolitan area or other centres in the centres hierarchy. (C) Centres will be accessible via an integrated cycle and pedestrian network.	the NEBP Area Plan will provide statutory guidance to ensure that the roles and viability of existing centres are maintained. Overall, the NEBP development including the employment and business activity generated in the local economy will be likely to strengthen Caboolture and Morayfield's role as the PAC of a growing and prosperous region. NEBP will provide an extensive pedestrian and cycle network linked to external networks. Public transport provision will also strengthen connectivity and functionality between centres.
(iii) Industrial Uses (A) Minimise impacts on the environment and the amenity of surrounding uses; (B) Are located in industrial zones in accordance with the industrial hierarchy expressed in descending order of importance (both in terms of physical size and function) as follows: (I) The Regional Industry Zone caters for industrial uses that are difficult to locate due to their size, scale or potential for significant adverse amenity or environmental impacts; the only Regional Industry Zone in the Shire is located in Narangba; (II) Higher density residential development is located within, and in close proximity to, the District Centre in Station Road and the public transport and community facilities node at Burpengary Railway Station in a way that advances the principles of Transit Oriented Development through the integration of uses, the promotion of pedestrian and cyclist activity and optimisation of the use of public transport; (III) The Local Industry Zone caters for a broad range of small scale, low impact industries and support uses that are highly unlikely to cause significant adverse amenity or environmental impacts and that typically service a local catchment; Local Industry Zones are located in a number of different locations throughout the Shire.	The MIBA Precincts proposed in Northeast Business Park are located on the areas of the site most suitable to these uses, and are buffered from other land uses through the proposed open space system which includes protection of Raff Creek and the Caboolture River floodplains. The MIBA Precincts will accommodate a range of low impact activities that achieve economic synergies and outcomes which exceed that would otherwise result from a basic District Industry zoning. Note: Overall Outcome (iii)(B)(II) as shown herein is printed in that form in the Planning Scheme.
(iv) High quality urban design creates buildings and public spaces that are safe, comfortable and enjoyable for workers, residents and visitors;	The NEBP Area Plan contains detailed urban design provisions which seek the establishment of high quality development and human scale environments.
(v) The needs of the expanding community are supported by the provision of a range of easily accessible community services and recreational activities provided in appropriate locations;	The Northeast Business Park community will be well serviced by social, recreational and commercial facilities that the community. Community Nodes in the MIBA Precincts, active and passive recreational areas throughout the Residential and Open Space Precincts, and the Marina

Table 8-3
Responses to the Overall Outcomes for the Planning Areas

Overall Outcomes	Response
	Village which will accommodate a mix of uses. Such services will also benefit existing residents in Burpengary East and the wider community
(vi) Development improves the visual and physical integration of compatible uses and the separation of incompatible uses through the use of appropriate positioning, buffers and design;	The Structure Plan design, along with NEBP Area Plan provisions, ensures that uses are appropriately located across the site in an integrated manner to provide a high amenity environment. Through the preparation of Sector Plans under the NEBP Area Plan, detailed siting of uses will be further controlled.
(vii) Industrial and extractive industries are protected by avoiding the intrusion of non-industrial uses and other incompatible land uses including rural service industries;	The NEBP Structure Plan physically separates the MIBA Precincts and Precinct 2(2) Shipyard from areas where incompatible activities may be established. A range of uses may be established in the Community Nodes in the MIBA Precincts, however such will be protected through the treatment of nearby buildings to minimise emissions and amenity impacts. The treatment of buildings is a preferable method of amenity to control to the physical separation of uses and consequential reduction in the integration of activities. Accordingly, the NEBP Area Plan provisions require screening and emission mitigation to be incorporated into each development if necessary.
(viii) The ongoing viability of industrial uses, extractive resource areas or agricultural and animal husbandry uses is not compromised by the inappropriate location of residential and other sensitive uses;	The Northeast Business Park includes both residential and industrial uses, however both have been positioned appropriately within the 762ha development to ensure the long term viability of both uses. The NEBP Area Plan provisions for the MIBA Precincts includes a suitable buffer to the adjoining rural residential areas.
(ix) Extractive industries are located having regard to the particular ecological and social constraints of the locality;	No extractive industries are proposed as part of this development.
(x) Tourist uses, including low impact short stay accommodation establish only where they are of a size and scale consistent with the character of the locality and where they support ecological, historical, rural and scenic values of both the locality and the Planning Area in which they are located;	The Marina Precincts will accommodate a number of tourism related activities, benefiting from co-location with the marina and the high-quality built environment of the area. The inclusion of a hotel and conference centre in the Marina Precincts will provide for short-stay accommodation accessible to the marina and MIBA uses. The golf course, heritage precinct and open space areas will also be of some interest to tourists.
(xi) Development optimises, but does not strain, social and physical infrastructure, facilities and services, which are appropriately located in a cost effective manner, to meet the expectations of the users;	Technical appendices to the EIS have reviewed infrastructure availability and capacity and propose a number of programs for infrastructure delivery and enhancement. It is anticipated that an Infrastructure Agreement will provide the detailed basis for the provision of this infrastructure, so that infrastructure is provided to meet the needs of future development and is delivered in a timely and consistent manner. The master plan of the development has incorporated many social facilities serving the needs of the development and helping to address some existing community needs.
(xii) Development minimises urban sprawl by optimising the use of land through consolidation and infill	The Northeast Business Park is strategically located adjacent to the Principal Activity Centres of Caboolture and

Table 8-3
Responses to the Overall Outcomes for the Planning Areas

Overall Outcomes	Response
development and by containing commercial, industrial and residential development within existing zone boundaries;	Morayfield. The provision of compatible and integrated uses within the NEBP will minimise the effects of urban sprawl and promotes the ability for people to live close to their work and places of recreation. The development has direct access to the Bruce Highway and through the development's provision of public transport linkages to the surrounding centres, will enhance the accessibility of the local area.
(xiii) Development achieves an appropriate urban form and appearance having regard to the existing and intended form of the area, whilst responding to the physical elements of the site and its surrounds;	The NEBP Area Plan proposes a series of built form provisions which in conjunction with the proposed Design Guidelines implemented under the CMS, will achieve a consistent form of development. The Open Space Masterplan provides associated design intents for the enhancement of the site's landscape character and the provision of urban landscape features.
(xiv) Building heights are in keeping with the preferred built form and are suitable for the character of the area.	The NEBP Area Plan proposes specific building heights in each of the precincts to accommodate particular uses or achieve a desired urban form. Due to the physical separation of the NEBP Area from other area, the site can accommodate tall buildings in certain areas, though it is anticipated that the majority of buildings will be relatively low scale.
(xv) Connectivity of open space areas is maintained while accessibility to a variety of active and passive open space areas and facilities is maximised;	Open space and recreation areas form a major component of the development and are integrated across the NEBP Area by a series of pedestrian and cycle routes.
(xvi) Development responds to the transport network and maximises access to services, markets and labour; where development occurs in close proximity to a public transport node with good pedestrian and cyclist access increased densities and a greater labour force are encouraged;	The NEBP Structure Plan and Area Plan capitalise upon the site's proximity to the Caboolture-Morayfield Principal Activity Centre and the associated railway stations, along with the accessibility of the Bruce Highway. The form of development proposed supports the provision of public transport to the NEBP Area, initially to the Marina Village and the MIBA Community Nodes. Consequently, the Area Plan proposes a mixture of densities across the site, with highest residential densities located in the Marina Village and a range of densities across the Residential Precincts. The MIBA Precincts will allow for higher intensity office based employment in Precinct 1(1) MIBA Esplanade, at a location most easily serviced by public transport. The project proposes underwriting the provision of community transport on until such time as the residential and workforce population expands sufficiently for a scheduled public transport service to be provided. The NEBP Area Plan and Structure Plan make provision for the preservation of a corridor for the North-South Arterial should this route be required by the Department of Main Roads. The NSA route throughout the development will also serve as the main boulevard, and will provide access to each of the development precincts.
(xvii) Development avoids significant adverse impacts on	The proposal ensures land uses are compatible and benefit

Table 8-3
Responses to the Overall Outcomes for the Planning Areas

Overall Outcomes	Response
adjacent land uses and areas with value for nature conservation, outdoor recreation and scenic amenity that are available for public recreation;	the overall development. The significant areas of open space preserved across the site will be made publicly accessible where not required for environmental rehabilitation. The design of the structure plan has protected adjacent land uses
(xviii) Development preserves natural and man-made areas and items recognised as having cultural heritage significance, including those areas and items of significance to the indigenous community;	The Open Space Precincts include the Heritage Park, which will retain and enhance areas of European cultural significance. Indigenous heritage is protected through a Cultural Heritage Management Plan (refer to <i>EIS Appendix T2</i> prepared by Davies Heritage Consultants and Gubbi Gubbi).
(xix) Development enhances community wellbeing and is supported by the timely provision of social infrastructure, particularly in emerging communities;	The community well being assessment accompanying the NEBP proposal (The Hornery Institute, <i>EIS Appendix F</i>) identifies a range of social infrastructure requirements to support the development, when considered in conjunction with the surrounding communities. Development will enhance community well being by provision of desired social and recreational infrastructure.
(xx) The productive capacity of rural lands is secured through maintaining land contained in the Rural Zone in large holdings;	The NEBP Area does not contain areas of viable agricultural land.
(xxi) The development of community services and community infrastructure such as water cycle infrastructure, educational establishments and healthcare facilities are located to maximise the longevity of the facility in response to the long term development pattern for the area.	The development intents and infrastructure strategy propose the provision of all necessary urban services to meet the needs of the development and to accommodate growth in the locality. The proposed provision of the primary school will meet the needs of the NEBP population and the local community, and will provide a community resource beyond the development period. Similarly, the open space and recreational facilities will contribute to the community of the NEBP Area and Burpengary.
The overall outcomes sought for the Central Planning Area are the following:	
(xxii) Development is consistent with the desired character of the Planning Area that comprises:	The NEBP Area Plan and the Structure Plan propose a pattern and mix of land uses which satisfy the objectives for the Central Planning Area.
(xxiii) Discrete, urban areas dominated by low density, low rise single detached and dual occupancy dwellings separated by domestic green-space, higher density residential accommodation located within or in proximity to Centres and major public transport nodes and rural residential areas located on the periphery of urban areas;	The various development precincts accommodate compatible land uses and to facilitate the creation of legible development areas surrounded by open space The NEBP Area Plan provisions are tailored to the specific requirements of the proposed development, whilst maintaining adequate controls over environmental impacts and the protection of amenity.
(xxiv) Distinct, compact and mixed use Centres having clearly defined edges, including the Caboolture-Morayfield Centre that functions as the key centre for the Brisbane north metropolitan region;	The precincts will be interconnected by a series of cycle and pedestrian networks that will ensure integration with the overall development and also to the wider community.
(xxv) Distinct, compact industrial areas having clearly defined edges that contain a wide range of industrial and support uses suitable to their intended function and buffered from sensitive uses, including the Narangba Regional Industry Zone that functions as a key industrial area for the South East Queensland region; and	Open space areas will also help to integrate the development and create separation between built up areas.
(xxvi) The urban areas of Caboolture-Morayfield,	

Table 8–3
Responses to the Overall Outcomes for the Planning Areas

Overall Outcomes	Response
Burpengary-Narangba and Deception Bay are separated by rural residential, rural, open space or nature conservation areas. (xxvii) The urban areas of Caboolture–Morayfield, Burpengary-Narangba and Deception Bay are serviced by an integrated cycle and pedestrian network.	
For the Morayfield Locality	
(xxviii) Development reinforces the role of Morayfield as part of the Caboolture-Morayfield Principal Activity Centre (as shown in schedule 12) where it is the major retail and service centre for the northern Brisbane metropolitan area. Development in this locality supports the Caboolture Town Centre's role as the major administrative and business centre; (xxix) Industrial and commercial development along Morayfield Road that are in visually prominent positions achieves a high level of aesthetic appearance through the use of high quality building materials and colour, good building design, including the use of external features to soften the bulk of the buildings, and landscaping; (xxx) A diverse range and scale of service industries and retail activities, including bulk retail, is encouraged where maximising the consolidation of compatible uses in appropriate localities; (xxxi) Mixed residential and commercial development is provided within the Principal Activity Centre (as shown in schedule 12), in a way that accords with the principles of Transit Oriented Development and maximises reciprocal amenity and functionality; (xxxii) Higher density residential development is located within, and in close proximity to the Caboolture-Morayfield Principal Activity Centre (as shown in schedule 12) in a way that advances the principles of Transit Oriented Development through the integration of uses, the promotion of pedestrian and cyclist activity and optimisation of the use of public transport; (xxxiii) The district industry located at Nolan Drive accommodates uses that have a low impact on the environment and surrounding properties, incorporates very high aesthetic design qualities and contains a mix of complementary land uses; (xxxiv) Commercial uses are of a scale that is compatible with the dominant built form of the surrounding area, are clustered on contiguous land and are located and function in a manner that services only the convenience needs of a clearly defined local resident catchment.	As discussed in Section 5.0, the Northeast Business Park will provide a range of uses which complement the role of Morayfield within the Principal Activity Centre. The NEBP Area Plan provisions provide controls over development within the various precincts to limit the scale of activity to a level that complements Caboolture-Morayfield and Burpengary, whilst maintaining facilities that support the businesses and residents of the NEBP. The Area Plan's controls include intents to cluster certain activities to maximise functionality to achieve outcomes which exceed that would otherwise result from a basic District Industry zoning. The NEBP development specifically targets businesses which operate in a clean manner with high amenity values, including high aesthetic design qualities. The high amenity approach allows the development to be consistent with accommodating a mix of complementary land uses. The marina precinct will accommodate a variety of uses including centre activities and higher density residential development at a scale which is commensurate with the development, primarily meeting the needs of the local resident and employment catchment. This area will be well connected to existing development through an extension of Buckley Road which will also facilitate public transport services to the area creating a strong link between centres.

8.4.3.2 Overall Outcomes: Zones

As noted above the NEBP site extends across both the District Industry Zone and the Rural Zone. The mix of uses anticipated, as set out in the NEBP Area Plan, is not limited to the scope and intent of the site's current zonings. Consequently, the NEBP Area Plan draws uses and development standards associated with a range of zones within the *Caboolture Shire Plan 2005* and other planning provisions applicable to comparable forms of development.

Accordingly, although the NEBP Area Plan is framed around the four sets of precincts, the intent and assessment criteria of the precincts have strong similarities to the existing Zones under the CSP. This is seen below in *Table 8-4*.

Table 8-4 Relationship between NEBP Area Plan Precincts to Caboolture Planning Scheme 2005 Zones			
Precinct/Element	Source Zone(s)	Precinct/Element	Source Zone(s)
1 MIBA Precincts		3 Residential Precincts	
1(1) MIBA Esplanade	District Industry	3(1) Residential West	Residential A and Residential B
1(2) MIBA Core	District Industry	3(2) Residential East	Residential A and Residential B
1(3) MIBA Highway	District Industry	Residential Community Nodes	Local Centre
1(4) MIBA Marine Industry	District Industry		
MIBA Community Nodes	Local Centre	4 Open Space Precincts	
		4(1) Golf Club	Open Space
2 Marina Precincts		4(2) Golf Course	Open Space
2(1) Marina Basin	None Applicable	4(3) Open Space	Open Space
2(2) Shipyard	None Applicable	4(4) Community Mixed Use	Open Space
2(3) Marina Village	District Centre and Local Centre		
2(4) Marina Residential	Residential A and Residential B		
2(5) Hotel	Residential B		
2(6) Marina Pavilion	None Applicable		
2(7) Golf Residential	Residential A and Residential B		

As the current applications are seeking a Preliminary Approval, the intents and overall objectives of the zones from which the Precincts have been derived are addressed, though a detailed response to the code provisions has not been made. The codes provide specific development requirements for each zone, which incorporated into the NEBP Area Plan as appropriate. Detailed responses to code provisions would be provided in conjunction with a Development Application for a Development Permit.

Whilst the majority of the site falls within the Rural Zone, the overall intents for the zone are of limited applicability, given the nature of the development applications and the objectives for the NEBP project. Accordingly, the requirements of the Rural Zone have not been addressed.

District Industry Zone

Responses to the Overall Outcomes for the District Industry Zone are presented in *Table 8-5*.

Table 8-5 Overall Outcomes for the District Industry Zone	
Overall Outcomes for the District Industry Zone	Response
(i) District industry areas provide for uses, that due to their nature and operation, are unlikely to have significant adverse amenity or environmental impacts upon adjacent or nearby land;	The NEBP development is targeting businesses which have low environmental impacts compatible with location in a high amenity business environment. Such development is consistent with Council's preferred hierarchy.
(ii) Development is compatible with the function of Council's preferred hierarchy for industrial areas;	The MIBA Precincts within the NEBP have been located to protect the Raff Creek and associated buffer areas and to provide sufficient separation to adjoining land uses which may be adversely affected by MIBA activities.
(iii) Uses in the Industry area provide for safety, comfort and enjoyment of workers and visitors;	The integrated mix of uses on the site provides for exceptional levels of safety, comfort and enjoyment for workers and visitors
(iv) Access to major transport corridors, services and markets is maximised, while the separation of industrial and non-industrial traffic is encouraged;	The NEBP site provides excellent opportunities for access to major transport corridors and freight routes that do not interfere with non industrial traffic.
(v) Development maximises the consolidation and integration of compatible uses to optimise the use of land and both physical and social infrastructure;	The MIBA Precincts specifically aims to consolidate and integrate compatible land uses to be co-located within the development ensuring infrastructure and services can be utilised efficiently and effectively, whilst permitting a multiplicity of uses maximising energy efficiency and optimising the use of space.
(vi) Building design and layout permit a multiplicity of uses and functions, maximises energy efficiency and optimises the use of space;	The NEBP Area Plan will ensure that development within the MIBA Precincts is designed to provide high quality built environments which are safe and comfortable for workers and visitors, complemented by high quality landscape environments that are linked into the open space network.
(vii) Development maximises visual amenity, through the use of high quality building materials and colour, good building design including the use of external features to soften the bulk of the buildings and landscaping, in particular where facing the major transport corridors such as Bruce Highway and Caboolture Bribie Island Road;	The NEBP Area Plan contains provisions for a range and scale of industrial uses to serve the needs of the community and maximise the economic potential of the site.
(viii) Development minimises adverse impacts on the adjacent non-industrial land uses by the use of appropriate building design, buffers and setbacks;	Appropriately sized commercial uses will be provided throughout the industrial precincts to support the needs of workers.
(ix) The range and scale of industrial uses and lot sizes maximise variety and diversity to provide for the needs of the community;	
(x) Commercial uses of a size and scale that provide only for the convenience of the local workers are appropriately located.	

Local Centre Zone

Responses to the Overall Outcomes for the Local Centre Zone are presented in *Table 8-6*.

Table 8-6
Overall Outcomes for the Local Centre Zone

Overall Outcomes for the Local Centre Zone	Response
(i) Development in Local Centres is of a small scale and compatible with the function of the centres in respect to the centre hierarchy;	The Northeast Business Park will contain various local centre uses throughout the development in order to best serve the needs of the local community.
(ii) A mix of uses is encouraged to provide a range of services to meet the convenience needs of the community in the centre catchment population;	These local centre areas will be used for a variety of functions with the aim of servicing the convenience needs of the local population. The co location of centre sites within built up areas will serve to maximize the integration and compatibility of uses and also consolidate development to better utilize physical and social infrastructure and transport.
(iii) Uses in the centre provide for safety, comfort and enjoyment of workers, residents and visitors;	
(iv) Development enhances the appearance of the built form, having regard to the attributes of the site and surrounds, such as shape and size, access points, topography, views, natural environment, landscaping and character of the area;	Provisions in the Northeast Business Park Area Plan will ensure commercial development is designed to have maximum exposure to high traffic sites and that the safety and enjoyment of visitors and workers is not compromised.
(v) Building design and layout maximise the exposure of commercial uses to areas of pedestrian movement, while optimising energy efficiency and the use of space;	Commercial development will be required to contribute to the high quality of aesthetic design and maintain consistency with the built form of the area.
(vi) Development maximises the consolidation and integration of compatible uses to optimise the use of land and the physical and social infrastructure;	Overall commercial development located in the Northeast Business Park will be required to positively contribute to the surrounding environment through high quality design whilst providing community convenience.
(vii) Development maximises the integration and use of public transport.	The centre locations and the development actively support the use of public transport.

Open Space Zone

Responses to the Overall Outcomes for the Open Space Zone are presented in *Table 8-7*.

Table 8-7
Overall Outcomes for the Open Space Zone

Overall Outcomes for the Open Space Zone	Response
(i) Open space areas are of sufficient size, dimension, quality and quantity to cater for the needs of the community they serve, having regard to the character and function of the open space area;	Approximately 55% of the Northeast Business Park site will remain undeveloped in the traditional sense, however large interconnected areas of enhanced open space and recreational facilities are proposed throughout the undeveloped areas. The open space areas will serve to provide, buffers for land uses, protection of environmentally sensitive areas, and recreational facilities for the local community.
(ii) A diverse range of recreational opportunities are provided, such as Civic and Cultural Spaces, Parks with Active and Passive Areas and Bushland and Conservation Areas;	
(iii) The cultural, environmental, recreational and scenic value of the open space is protected;	Open space areas will accommodate a variety of uses with different features and qualities to suit the natural and built landscape of the surrounding area. A high level of accessibility for pedestrians and cyclists will be provided throughout open space areas to encourage usability and public access. Within open space areas the uses proposed are,
(iv) The multi-purpose use of open space areas is encouraged;	
(v) Open space areas are well connected with pedestrian and bike paths to encourage usability and maximise accessibility;	• open space and storm water retention areas;
(vi) Where residential uses are developed they are to be in conjunction with another use suitable within the zone;	

Table 8–7
Overall Outcomes for the Open Space Zone

Overall Outcomes for the Open Space Zone	Response
(vii) The green space and sport and recreation function and character of the Centenary Lakes Precinct is maintained, enhanced and protected from inappropriate uses that challenge the integrity of function and character.	- rehabilitated riparian corridors and buffers; - wetland reserves; - public river access with public esplanade,; - recreation, and environmental areas; - heritage precinct and gardens; - golf course

Residential A Zone

Responses to the Overall Outcomes for the Residential A Zone are presented in *Table 8–8*.

Table 8–8
Overall Outcomes for the Residential A Zone

Overall Outcomes for the Residential A Zone	Response
(i) The character of the zone, which consists mainly of detached residential dwellings on a variety of lot sizes, is maintained;	The Northeast Business Park is a comprehensive development that will contain a variety of residential uses throughout the proposal.
(ii) Development maximises both indoor and outdoor privacy through building design, location and orientation;	The Residential Precincts are most similar to the Residential A zone, and will feature areas of traditional detached housing, along with opportunities for other forms of low to medium density development such as villas, laneway lots and dual occupancies. Detailed design measures are addressed in the codes and the design guidelines.
(iii) Pedestrian and vehicle networks promote integration of residential areas and maximises connectivity for different modes of private and public transport, while maintaining the effective and efficient function of the road hierarchy;	Portions of the Residential Precincts close to public transport stops and the Community Nodes will contain areas suitable for medium density development such as townhouses and terraces.
(iv) Development provides a range of lot sizes and a variety of dwelling house options to cater for the needs of a diverse community;	Residential areas will be well connected to nodes and recreational areas through pedestrian, cyclists and vehicles access points. Low density residential areas will be serviced by routes extending from the Marina Village and from an extension to Buckley Road, ensuring the MIBA traffic does not enter the area. Public transport linkages will also be provided through these connections.
(v) Commercial uses of a size and scale that provides only for the convenience of the local residents are appropriately located within the local catchment;	Building design and lot layouts are required to optimise solar orientation and be built using passive solar design principles
(vi) Building design and lot layout are responsive to the South East Queensland climate and optimise the use of indoor and outdoor private space;	The structure plan provides significant buffers between land uses with design measures addressed in the NEBP Area Plan and design guidelines
(vii) Sufficient buffers are provided to protect residential development from the adverse effects of non-residential uses.	

Residential B Zone

Responses to the Overall Outcomes for the Residential B Zone are presented in *Table 8–9*.

Table 8–9 Overall Outcomes for the Residential B Zone	
Overall Outcomes for the Residential B Zone	Response
(i) A diverse range of medium to high densities and residential types are consolidated at locations that can sustain increased residential densities, having regard to the proximity of higher order commercial and community facilities, areas of useable public open space and public transport nodes;	Medium and high density residential areas located within the Northeast Business Park will be located in the Marina Precincts, taking advantage of the mixed use environment and the public transport accessibility created through the development.
(ii) Residential amenity is maintained through appropriate built form, with the height and design of buildings in keeping with the preferred character of the locality;	Residential development of this nature will encompass villas, townhouses and apartments, and will be integrated with retail, entertainment and recreational facilities.
(iii) Commercial uses of a size and scale that provides only for the convenience of the local residents are appropriately located within the local catchment;	This medium to high density residential developments is a priority for the Marina Precincts, to ensure the on-going viability and vitality of the Marina Village and the establishment of a vibrant character amenity to support the attraction of the MIBA. The design of the buildings will be of an appropriate nature to the surrounding environment and development will remain consistent to the surrounding built form.
(iv) Building design responds to the South East Queensland climate and optimises the use of indoor and outdoor private space;	Building design and lot layouts are required to optimise solar orientation and be built using passive solar design principles
(v) Sufficient buffers are provided to protect residential development from the adverse effects of non residential uses.	The structure plan provides significant buffers between land uses with design measures addressed in the Northeast Business Park Area Plan and design guidelines

8.4.4 Overlay Codes

As noted above, there are a number of Overlays contained in Part 6 of the CSP relevant to the site area and proposals. A brief response to the relevant Overlays is set out below, as the majority of Overlay issues are addressed by a separate technical report forming an appendix to the EIS.

8.4.4.1 Acid Sulfate Soils Overlay Code

The intent of the Acid Sulfate Soils Overlay Code is to ensure that the disturbance of acid sulfate soils and associated acidification of waterways does not cause adverse impacts on existing or receiving environments, infrastructure or FHAs.

The extent of potential ASS have been assessed in site specific reporting undertaken by Coffey Geotechnical, Douglas Partners and Cardno Environmental (as contained in *EIS Appendices R1, R2 and R4*). Management of potential ASS in earthworks and dredging operations has been considered in detail by Cardno with the approach conveyed in an Acid Sulfate Soils Management Plan (*EIS Appendix R4*) that is specific to the particular development requirements of the NEBP project in so far as it deals with bulk earthworks and dredging.

The NEBP Area Plan includes an Acid Sulfate Soils Overlay to provide an on-going management tool for development affecting acid sulfate soils. This utilises the existing assessment criteria contained within the *Caboolture Shire Plan 2005* to manage development within the override the NEBP Area that may affect acid sulfate soils.

We note that most of the development's interaction with potential ASS will occur in the initial bulk earthworks program and in relation to dredging. Subsequent construction on land designated for development is unlikely to impact upon ASS, though the proposed Assessment Table for the Overlay does deal with the possibility of extensive excavation. It is noted that taller buildings around the marina basin may require piling or excavation, which will need to address the possibilities of ASS. Nonetheless, the ASS Soils Overlay will be of primary relevance to the more limited construction envisaged within the open space areas.

8.4.4.2 Bushfire Hazard Overlay Code

The Bushfire Hazard Overlay Map indicates the majority of the site within a Medium Hazard Bushfire Risk. The intent of the Overlay is to ensure that development does not increase the risk caused by bushfires to people, property or public safety.

The extent of vegetation on site is markedly different to the area indicated on the Bushfire Hazard Overlay Map, reflecting the cessation of pine forestry operations following preparation of the Planning Scheme material.

The Terrestrial Ecology Report and Hazard and Risk Assessment (*EIS Appendices L1 and U*, prepared by Cardno and Simmons and Bristow respectively) address the potential for bushfire on the site, and conclude that the risk of bushfire on the development is medium-high, however, the residual risk after the implementation of a range of mitigation measures is reduced to low-medium. These measures are set out at *Chapter 4.1 of the EIS* and in *EIS Appendix U*.

8.4.4.3 Catchment Protection Overlay Code

The Catchment Protection Overlay Code seeks to ensure that the environmental values and natural assets within catchments, including drinking water catchments, waterways and receiving environments, including coastal resources are protected and enhanced, and that there are no adverse impacts on declared FHAs as a result of development.

The Caboolture River is illustrated as a Major Corridor, whilst the tidal and non-tidal creeks throughout the site are illustrated as Minor Corridors. A number of Wetland Areas are also shown on the Overlay Map. As described in the *Terrestrial Ecology Assessment Report, Matters of National Environmental Significance, Aquatic Ecology Assessment Report* and the *Caboolture River Siltation Study (EIS Appendices L1, L2, L3 and M1)* the extent and pattern of tidal and non-tidal waterways, wetland environments and vegetation identified on site through identified through ground truthing does not conform to the published mapping. This is likely to be a reflection of the extent of ecological information previously available about the site and the scale of the previous mapping.

The overall development intents, stormwater management framework and the Open Space rehabilitation programs are intended to work towards achieving enhancements to water quality and the protection of riparian corridors. The inclusion of WSUD principles into the NEBP Area Plan (*Appendix C*), along with the Stormwater Management Plan, Landscape Masterplan and the Construction Environmental Management Plans (*EIS Appendices H1, P R3, X2 and X3*) are aimed at ensuring the protection of water quality, erosion management and the avoidance of nutrient loading.

8.4.4.4 Cultural Heritage Overlay Code

The Cultural Heritage Overlay Code provides a framework for the preservation and enhancement of identified places of heritage and character significance.

Whilst the NEBP Area has not been identified on Cultural Heritage Overlay Map, the remnants of the "Morayfield" homestead and the Levi Walker marker are of local importance regarding the European occupation of the site. These sites are located within the proposed Precinct 4(3) Open Space, with the built form remains incorporated into the proposed Heritage Park, as explained in the Landscape Masterplan prepared by Place Design Group (*EIS Appendix P*). The Heritage Park will provide passive recreation opportunities and associated playgrounds and a sculpture park, themed to integrate with the heritage environment.

As set out in *Chapter 4.9 of the EIS*, the NEBP site also contains the possibility of artefacts and some areas and landscape features of residual significance to the indigenous community. Cultural heritage surveys undertaken by Davies Heritage Consultancies and Gangalla Pty Ltd in 2003 and 2006 respectively have provided the basis for the preparation of an Indigenous Cultural Heritage Management Plan (CHMP), as developed in May 2007 by Davies Heritage Consultants Pty Ltd. The CHMP has been prepared in accordance with the provisions of the Aboriginal Cultural Heritage Act 2003.

The CHMP (*EIS Appendix T2*) was prepared with input from indigenous representatives, and secures the local indigenous community's participation in the monitoring of development and the steps to be undertaken for interpretation, recording and, where appropriate, preservation (whether on or off site) of culturally significant areas and artefacts located or disturbed by development.

8.4.4.5 Koala Conservation Overlay Code

The site is not mapped on the Koala Conservation Overlay Map however fauna surveys indicate that koalas can be found in isolated areas in the north-western corner of the site near to the river, as discussed in the Terrestrial Ecology Report prepared by Cardno (*EIS Appendix L1*).

The Overlay Code intends for development in koala habitat areas to be sited and designed in a manner that minimises adverse impacts on koalas and their habitats. In this regard, the habitat areas are within Precinct 4(3) Open Space, and therefore there is little direct impact from development.

In order to preserve and enhance this habitat, the Landscape Masterplan's revegetation proposals include programs for the planting of the specific vegetation types necessary to support and expand the koala habitat area along the river. Refer to the Landscape Masterplan prepared by Place Design Group (*EIS Appendix P*).

8.4.4.6 Nature Conservation Overlay Code

The role of the Nature Conservation Overlay Code is to ensure that development accommodates environmental features and processes.

The Nature Conservation Overlay Map shows the river as an ecological corridor, the wetland areas of the site being of State significance, vegetation on Lot 2 and Lot 7 as being of State significance (with minor areas of regional significance), plus buffers to the riparian corridors.

The Terrestrial Ecology Assessment Report (*EIS Appendix L1*, prepared by Cardno), Aquatic Ecology Assessment Report (*EIS Appendix L3*, prepared by The Ecology Lab), and the Landscape Masterplan Report (*EIS Appendix P*, prepared by Place Design Group), review the nature conservation values of the site and propose a range of responses which

- protect significant nature conservation areas, including wetland areas, on the site from significant adverse impacts; and
- propose the rehabilitation and enhancement of ecological corridors and the appropriate management of works in sensitive areas.

These reports have allowed for the inclusion within the NEBP Area Plan detailed provisions regarding nature conservation and environmental protection.

8.4.4.7 Scenic Amenity Overlay Code

The Scenic Amenity Overlay Code works with the associated PSP to assess and manage the visual impacts of development in scenic amenity areas. The Overlay Mapping identifies the portions of the NEBP Area zoned Rural under the *Caboolture Shire Plan* as having scenic amenity value.

Chapter 4.2 of the EIS and Studio Tekton's *Scenic Quality and Visual Impact* report (*EIS Appendix Q*) consider the implications of the development against the provisions of the Overlay Code. These assessments note the *Caboolture Shire Plan 2005* envisages that some change in areas of noted visual amenity value will be acceptable. Studio Tekton's analysis found that distant glimpses are possible to proposed structures above tree lines (generally only the taller buildings around the Marina) from Beachmere Road and some limited locations in Beachmere. In most of these views, buildings will be seen against the backdrop of the D'Aguilar Ranges and with careful design, could blend with the background and therefore be of minimal visual impact.

The greatest potential impact will be from Farry Road, particularly along the road boundary and where the existing rural residential development adjoins the NEBP site. It is noted that the current views into the subject land from these locations have not always been possible – for example, when the subject land was used for plantation purposes. Existing fringe vegetation illustrates the potential effectiveness of vegetation in screening the proposed development from external viewpoints.

Views into the site from the Bruce Highway are to the landscaped frontage of the MIBA Highway Precinct, which is limited to a maximum height of 15m above made ground. The visual impact assessment found that whilst structures of this height would have a minimal impact, a visual marker for Caboolture would be established.

The NEBP Area Plan and Structure Plan require attention to the design and aesthetics of buildings and deal with increased urban development and building height by generally locating taller structures internally away from existing adjoining areas and the use of vegetative buffering along boundaries and at key locations.

8.4.4.8 Transport Infrastructure Overlay Code

The Transport Infrastructure Overlay Code seeks to ensure that development is not adversely affected by impacts from transport corridors, and has a minimal impact on the function of the Shire's road network.

As discussed above, the *Traffic Impact Assessment* (Cardno Eppell Olsen, *EIS Appendices K1 and K2*) addresses the detailed requirements Transport Infrastructure Overlay Code, and considers the relationships of the development with the surrounding transport network.

8.4.5 Development Codes

As the Development Applications associated with the NEBP presently seek only Preliminary Approvals and propose the project and development specific NEBP Area Plan, detailed responses to some aspects of the Development Codes contained in Part 7 of the CSP are not considered to be appropriate. The proposed NEBP Area Plan incorporates relevant components from the Development Codes into both the Precinct Codes and the NEBP Development Management Codes.

8.4.5.1 General Works Code

The intent of the General Works Code is to ensure that all development is served by appropriate infrastructure to meet the current and future needs of the community, concerning electrical, telecommunications, roads, sewerage, water supply and street lighting services.

The NEBP Area Plan incorporates a range of provisions that will guide the provision of these services. Planning for infrastructure delivery is contained within the Sector Plans Code, and is to be achieved generally in line with the infrastructure strategies set out in the *Chapter 3.7 of the EIS*. In summary, this demonstrates that there are no significant impediments to the site being serviced and illustrates a sequential pattern of service provision and enhancement.

8.4.5.2 Landscaping Code

The intents of the Landscaping Code are addressed in detail in the Landscape Masterplan (Place Design Group, *EIS Appendix P*). The Landscape Masterplan set out the objectives for landscape treatments on the NEBP Area throughout the three development Precincts, individual sites and generally across the Open Space Precincts, in order to satisfy the overall outcomes of the Landscaping Code.

Detailed responses to the provisions of the Landscaping Code are therefore unwarranted in conjunction with the present applications seeking Preliminary Approval. Landscaping Code responses will be provided with the various stage and Development Applications.

8.4.5.3 Lighting Code

The Lighting Code seeks to ensure suitable levels of lighting are provide for development, in a manner that avoids environmental and amenity impacts.

Detailed responses to the provisions of the Lighting Code cannot yet be contemplated, given that the present applications are seeking Preliminary Approval. Lighting Code responses will be provided with the various stage and individual Development Applications.

In addition the Design Guidelines are anticipated to impose further criteria controlling lighting within the site to ensure higher levels of environmental and amenity performance:

- lighting does not adversely affect residential amenity or create an environmental nuisance;
- adequate lighting is provided to new development in the most efficient manner; and
- in all areas accessible to the public, lighting is provided to maximise personal safety and security.

8.4.5.4 Stormwater Code

The Stormwater Code seeks to manage stormwater treatment systems in a manner that does not adversely affect the quality, values or functions of ecosystems and minimises flooding effects.

Stormwater Management

The intent of the NEBP project includes stormwater management plan which protects and enhances riparian and wetland vegetation, preserves natural flows to the waterways and wetlands, and minimises the increase in pollutant loads. These intents are to be achieved through use of contemporary best practice WSUD techniques, including polishing stormwater from on-site and off-site catchments, as is set out in the *Northeast Business Park Stormwater Management Plan* (Parsons Brinkerhoff, *EIS Appendix H1*). As set out in the *Stormwater Management Plan* (Parsons Brinkerhoff, *EIS Appendix H1*), the stormwater management strategy adopted for the NEBP project comprises two (2) levels of management plans:

- A Master plan (the Parsons Brinkerhoff Report), which provides a framework for water quality management and reporting for the entire development site. It identifies the adopted water quality reporting objectives, relevant design constraints and appropriate management strategies for the development site. Water quality modelling is undertaken at the conceptual level, based on appropriate water quality treatment measures for each catchment; and
- Catchment stormwater management plans, which are to be developed as part of the initial area development plan for the first stage of development in each catchment. These plans address water quality and quantity management at the catchment level and provide detailed design and modelling of all adopted management measures.

It is noted that the Stormwater Code within the Planning Scheme specifies development setbacks to the Caboolture River, waterways and wetlands. In conjunction with the strategies in the Stormwater Management Plan, the *Terrestrial Ecology Assessment Report (EIS Appendix L1)*, *Aquatic Ecology Assessment Report (EIS Appendix L3)*, and *Caboolture River Siltation Study (EIS Appendix M1)* establish the manner in which development may occur close to the banks of these areas. This is largely possible due to the degradation which is the result of intensive forestry practices, such that development will occur in conjunction with remodelling of the site through extensive bulk earthworks required for flood mitigation and associated riparian and broadscale rehabilitation activities. The bulk earthworks proposals and development stages will consider these relationships in more detail.

As set out in the *Stormwater Management Plan*, the proposed stormwater management measures for catchments are dependent on the land uses, catchment area and topography. Therefore, each catchment requires a unique treatment train which will provide a staged approach to removal of stormwater pollutants. The key measures include (but are not limited to) grass swales, bioretention swales and constructed wetlands. The objective of the conceptual stormwater treatment design is to use the large areas of low lying floodplains for the location of large water quality treatment elements. As noted above, these locations will be finalised in detailed design to ensure that they are suitably separate from the site's ecologically sensitive areas highlighted in previous studies.

Flooding

The NEBP site is subject to significant flooding associated with the floodplain of the Caboolture River. In order to accommodate development and avoid worsening flooding effects on adjoining properties,

flood mitigation is necessary, as described in the MIKE21 Flood Study (Parsons Brinkerhoff, *EIS Appendix I*). The Study establishes an overall flood mitigation strategy for the development which responds to the requirements of SO6 of the Stormwater Code, which reads as follows:

Development that involves earthworks in a floodplain must result in no net loss of flood storage for all storm events up to and including a 1 in 100 year ARI event and adjoining properties must remain free draining with no resultant increase in flood levels.

No solution is provided for this Specific Outcome.

The MIKE 21 Flood Study assesses the proposed bulk earthworks program to confirm the extent of development areas above the Q100 level and respond to the requirements of Council's flood management policy, namely avoidance of an increase in flood afflux on off-site areas no net loss of flood storage across the site.

As noted in the Flood Study, the development proposes cut and fill actions which for provide flood mitigation, comprising the following:

- north by-pass channel — cut to 1.5 m AHD, grass managed;
- wider north by-pass channel — cut to 2.5 m AHD, grass managed;
- Raff Creek — cut to 2.0 m AHD, grass managed;
- south by-pass channel — cut to 1.5 m AHD, grass managed; and
- eight earth diversion banks — three near the marina, three on the eastern boundary, one in the north-western section and one in the mid section of the development.

These actions show an overall reduction in the peak water levels for the 100 year ARI events across the flood plain, through works that increase the conveyance through the development site and therefore reduce the flood conveyance through the northern section of the lower Caboolture River floodplain (north of the Caboolture River).

Overall the proposed works represent a net benefit for the community in terms of flooding. The peak flood levels will be lowered in much of the surrounding flood plain with localised peak flood level increases occurring only within the site boundary or in locations where existing infrastructure will not be impacted.

8.4.5.5 Transport, Access and Parking Code

The *Traffic Impact Assessment* (Cardno Eppell Olsen, *EIS Appendices K1 and K2*) addresses the detailed requirements of the Transport, Access and Parking Code, and considers the specific requirements of the development. As is argued above in *Section 4.8.3*, parking within the NEBP Area is to be provided on the basis of operational requirements, rather than through the application of standardised car parking rates. This will

- promote the efficient use of land by balancing parking provision with users requirements;
- avoid the creation of underutilised parking areas; and;

- promote a shift in travel behaviour towards sustainable travel methods.

The NEBP Area Plan is proposed in this manner.

Additionally, the mix of uses within the NEBP Area and the synergies between these uses is likely to reduce parking demand, supported by linked trips and the pedestrian and cyclist movement network.

Finally, the provision of public transport by the development will allow MIBA workers and residents of the NEBP Area and surrounds to enhanced accessibility to places across the NEBP Area, surrounding centres and transport hubs at Caboolture and Morayfield.

8.4.6 Planning Scheme Policies

The Caboolture Shire Plan includes twenty-three (23) Planning Scheme Policies (PSPs), undertaking functions that provide techniques and methods for undertaking actions, or explain Council's position with respect to various development standards.

A brief response is set out below for relevant PSPs. Where a PSP relates directly to a CSC Code that has been addressed above, no further response is given. A number of PSPs set out the Council's information and research requirements for technical studies that support a Development Application. The requirements of these policies have been addressed in the technical reports to the EIS, as follows:

- Planning Scheme Policy 1 Acid Sulfate Soils

The requirements of the Acid Sulfate Soils PSP are addressed above in relation to the Acid Sulfate Soils Overlay Code.

- Planning Scheme Policy 2 Community Wellbeing Impact Assessment

The Community Wellbeing Impact Assessment PSP sets out the methodology for conducting a Social Impact Assessment (SIA). The Hornery Institute has undertaken extensive analysis of the current social demographics, community profile, and community opinions, collaborated with Council throughout. *Chapter 4.10 of the EIS* and the associated *Community Context Study* (The Hornery Institute, *EIS Appendix F*) provide further information and a detailed response to the Policy's processes and intents.

- Planning Scheme Policy 3 Cultural Heritage

The requirements of the Cultural Heritage PSP are addressed above in relation to the Cultural Heritage Overlay Code, and are reviewed in *Chapter 4.9 of the EIS* and the studies by Davies Heritage Consultants and the Gubbi Gubbi (*EIS Appendices T1 and T2*).

- Planning Scheme Policy 6 Ecological Assessment

The requirements of the Ecological Assessment PSP are considered above in relation to the Bushfire Hazard Overlay Code, Catchment Protection Overlay Code and the Nature Conservation Overlay Code. Refer also to the *Terrestrial Ecology Assessment Report (EIS Appendix L1)*.

- Planning Scheme Policy 7 Economic Impacts

The economic impacts of the NEBP proposals are considered at length in *Sections 5.0 and 6.0* above, drawing upon the range of reports prepared by Urbis and the Pacific Southwest Strategy Group which form *EIS Appendices E1 to E8*.

- Planning Scheme Policy 13 Koala Conservation

The requirements of the Koala Conservation PSP are addressed above in relation to the Koala Overlay Code, and considered in the Terrestrial Ecology Report (Cardno, *EIS Appendix L1*).

- Planning Scheme Policy 15 Noise

Chapter 4.7 of the EIS and the associated *EIS Appendix N (Noise Impact Assessment, Cardno)* consider the noise environment of the site and the potential noise implications arising from the development.

- Planning Scheme Policy 18 Scenic Amenity;

The requirements of the Scenic Amenity PSP are addressed above in relation to the Scenic Amenity Overlay Code, and are considered in detail in *Chapter 4.2 of the EIS* and Studio Tekton's *Scenic Quality and Visual Impact* report (*EIS Appendix Q*).

- Planning Scheme Policy 21 Traffic, Access and Parking;

The requirements of the Traffic, Access and Parking PSP are addressed above in relation to the Transport, Access and Parking Code.

Further comments are provided in relation to the requirements of a number of other PSPs, as is set out below.

8.4.6.1 PSP 4 Design and Development Manual

The Design and Development Manual sets out the detailed engineering standards required to undertake development within the Shire, separately considering (a) roadworks and stormwater drainage and (b) water supply and sewerage.

Whilst no detailed response is necessary to these standards for a Development Application seeking Preliminary Approval, it is noted that a series of assessments have been undertaken regarding the matters addressed in the Design and Development Manual. These are as follows:

- *EIS Appendices K1 and K2: Cardno Eppell Olsen (2007) Traffic Impact Assessment;*
- *EIS Appendix W1: GHD (2007) Environmental Impact Assessment – Water Supply and Sewerage Systems for Northeast Business Park Pty Ltd; and*
- *EIS Appendix W2: GHD (2007) Report for Northeast Business Park IWM Study.*

8.4.6.2 PSP 17 Open Space Contributions

Planning Scheme Policy 17 of Caboolture Shire Planning Scheme outlines criteria that Council will consider in relation to Park dedications undertaken in order to satisfy Specific Outcome S 022 of Council's Reconfiguration of a Lot Code. The policy generally provides for dedication of 10% of site area, subject to meeting certain criteria for acceptable land development.

Northeast Business Park is a unique development. Of its 769ha of site area, over 419.83ha of land is to function as some form of open space, outside of the development areas. This area represents approx 55% of the site. In addition, further areas within the residential, Marina Precinct and MIBA will also be utilised for common open space, as well as provision of Private Open Space within the development areas. It is clear that the development has abundant open space areas!

Community Title

Northeast Business Park is to be developed as Community Title. As such open space will be controlled by the relevant bodies corporate rather than Council. In the case of Northeast Business Park this is seen as a distinct advantage for a number of reasons:

- The open space is too large for Council to maintain: Council has indicated to the proponents that dedication of such vast areas of public open space, would cause undue strain to Council's parks maintenance budget;
- Community Title provides a framework to allow the users of Northeast Business Park to be levied for the maintenance of the open space areas. These costs would be split between the MIBA, the Marina Precincts and the Residential Precincts. The approach to this is covered in Section 4.2 above and in *Chapter 3.6 of the EIS*.
- The Community Title structure allows the open spaces to be maintained to a higher standard than would be likely to be undertaken by Council.

Reconfiguration of a Lot Code – Specific Outcomes

The Specific Outcomes for the Reconfiguration of a Lot Code – S022 are as follows:

Open space satisfies the following:

1. *provides for a range of safe and easily accessible recreation facilities to meet the needs of the community*
2. *provides well distributed public open spaces that contribute to the legibility accessibility and character of the development;*
3. *helps create attractive urban environments;*
4. *establishes a clear relationship between public open space and adjoining land uses;*
5. *facilitates appropriate measures for stormwater and flood management and care of valuable environmental resources;*

6. *enables the retention of significant vegetation, wetlands and waterways and other habitat areas, there associated buffer and linkages/ corridors and natural and cultural features; and*
7. *is cost effective to maintain.*

It is contended that the open space areas clearly satisfy *all* of the specific outcomes of the Code, noting that the references to 'public' open space in (b) and (d) need to be read as simply as 'open space' due to the community title structure.

Whilst Open Space is technically private, rather than public, the community title structure can be set up to meet the development intent of providing public access to substantial areas of open space and the public element requirements of the Open Space PSP. This is achieved through:

- Legal means of public access is intended to be provided by dedication of an Easement in Gross in favour of Council, providing access to the walking and cycling path network and all other appropriate parts of the riverfront open space areas, where consistent with environmental conservation and rehabilitation objectives.
- The multi use community node is designed to allow for sporting fields and facilities serving the needs of sporting and community groups that locate there. People using such facilities are effectively invited guests of the user groups.
- A range of open spaces are provided meeting a diversity of needs: Open space serves many roles in the community; and Northeast Business Park open spaces facilitate a wide variety of these including;
 - riparian preservation and rehabilitation Heritage park;
 - Walking and cycling tracks;
 - Rehabilitation areas, wetlands and landscaped open spaces;
 - Community nodes and facilities;
 - River access and river recreation pursuits;
 - Hotel and Conference facilities; and
 - Playing fields;

Policy Contribution

S 1.3(a)(ii) of the open space area covers Cash in Lieu contributions for Community Title Reconfigurations requires that a contribution of \$1000 per lot is required. It goes on to state:

"However, Council may approve a pro rata reduction in this contribution amount in accordance with the ratio of actual garden and recreation space, provided both within the development (private and common) to the minimum area of public garden and recreation space required by the Shire Plan. Where a reduction is given pursuant to this section an absolute minimum contribution of \$200 per lot applies"

Due to the vast areas of the site and the extent of flooding likely in a Q100 event, and despite being fully consistent with the Specific Outcomes of the Code, the open space provision is not fully consistent with all Acceptable Solutions when calculating the extent of land. However, a comparison against the Acceptable Solutions in the Scheme is shown as Table 8–10.

Table 8–10 Open Space Provision								
Precinct	Area (ha)	Open Space above Q20			Common Property		Totals	
		Dev Area	River flats	Sub- Total	Est. Rate	Area	Rate	Area
1 MBA Precincts								
1(1) Esplanade	40.76						0%	0
1(2) Core	77.66						0%	0
1(3) Highway	28.89						0%	0
1(4) Marine Industry	21.66						0%	0
<i>Subtotal</i>	<i>168.97</i>						<i>0%</i>	<i>0</i>
2 Marina Precincts								
2(1) Marina Basin	29.77				25%	7.44	25%	7.44
2(2) Shipyard	4.95						0%	0
2(3) Marina Village	6.89				10%	0.69	10%	0.69
2(4) Marina Residential	15.77				5%	0.79	5%	0.79
2(5) Hotel	2.82						0%	0
2(6) Marina Pavilion	1.21				50%	0.61	50%	0.61
2(7) Golf Residential	6.45				5%	0.32	5%	0.32
<i>Subtotal</i>	<i>67.85</i>				<i>14.5%</i>	<i>9.85</i>	<i>15%</i>	<i>9.85</i>
3 Residential Precincts								
3(1) Residential West	68.80				5%	3.44	5%	3.44
3(2) Residential East	43.83				5%	2.19	5%	2.19
<i>Subtotal</i>	<i>112.62</i>				<i>5%</i>	<i>5.63</i>	<i>5%</i>	<i>5.63</i>
<i>Development Area Total</i>	<i>349.45</i>				<i>4.4%</i>	<i>15.48</i>	<i>4%</i>	<i>15.48</i>
4 Open Space Precincts								
4(1) Golf Club	1.75						0%	0
4(2) Golf Course	148.76						0%	0
4(3) Open Space	259.12	7.26	33.87	41.13			16%	41.13
4(4) Community Mixed Use	9.93				10%	9.93	100%	9.93
<i>Subtotal</i>	<i>419.56</i>	<i>7.26</i>	<i>33.87</i>	<i>41.13</i>	<i>2.4%</i>	<i>9.93</i>	<i>12%</i>	<i>51.06</i>
TOTAL	769.00	7.26	33.87	41.13		25.41	8.7%	66.53
% of Nominal Site	388.27	1.9%	8.7%	10.6%		6.5%		17.1%

Relative Compliance

Due to the vast area of land being utilised for open space, it is contended that the 10% of site area criteria is an inequitable reference, i.e. the inclusion of 420ha of open space in the site area would in itself generate an open space requirement of 42 Ha.

Accordingly, it is considered that the appropriate reference is to consider the developable area of 349ha as 90% of a nominal site providing park dedication. Accordingly, the nominal site area would be 388ha (being 349ha / 90%) This would generate a 10% open space contribution of 38.8 Ha.

The 38.8ha provision is achieved solely by common open space areas above Q20 and hence meets the policy criteria. We note that if we were to calculate the areas of private open space included in the development as referred to in the policy the 77Ha 10% site area equivalent would also be exceeded. Moreover, the vast areas of land which do not meet the criteria for dedication credit according to the logic used in the code do satisfy community needs on many fronts, and accordingly we see the open space areas as more than satisfying both the policy and the code.

8.4.6.3 PSP 20 Structure Plans

The PSP regarding the preparation of a Structure Plan outlines a number of items Council expects to be addressed, including particular information requirements. The NEBP Area Plan fulfils the requirements of a Structure Plan under this PSP, and has been prepared with regard to the PSP. The PSP indicates that preparation of a Structure Plan should have consideration of

- all of the Shire Plan's overlay codes;
- the Reconfiguration of a Lot Code;
- the Landscaping Code;
- the Stormwater Code;
- the Traffic, Access and Parking Code; and
- all of the Shire Plan's Planning Scheme Policies.

As is evident from the content of the Structure Plan and the NEBP Area Plan, along with the supporting technical reports held as Appendices to the EIS, the requirements of the Codes and Overlays within the *Caboolture Shire Plan 2005* have been addressed or incorporated as appropriate.

8.4.6.4 PSP 21a Transport Network Developer Contributions

PSP 21a sets up a framework for the payment of contributions towards the cost of establishing a trunk transport network servicing the Caboolture Shire, in order to meet demands placed on the network by a development.

The *Traffic Impact Assessment* (Cardno Eppell Olsen, *EIS Appendices K1 and K2*) addresses the requirements of the PSP and the obligations upon the development to contribute towards identified trunk infrastructure projects.

It is noted that the proposed Infrastructure Agreement is to address these contributions.

8.4.6.5 PSP 22 Water Supply and Sewerage Infrastructure Contributions.

PSP 22 sets up a framework for the payment of development contributions towards water supply and sewerage infrastructure. The PSP notes that

- water supply contributions are required to ensure Council can fund the infrastructure required to treat water and distribute it to development; and
- sewerage contributions are required to ensure Council can fund the infrastructure required to transport sewage from development and then treat it.

Chapter 3.7 of the EIS and the Water Supply and Sewerage Systems Report (GHD, EIS Appendix W1) address the requirements of the PSP regarding connections to these systems and the obligations upon the development to contribute towards identified trunk infrastructure projects. It is noted that the proposed Infrastructure Agreement is to address these contributions.

8.5 CABOOLTURE SHIRE TOWN PLANNING SCHEME 1988

The Town Planning Scheme for the Shire of Caboolture (the “1988 Scheme”) was published in the Government Gazette on 12 March 1988 and operated with amendments until the adoption of the *IPA* compliance Planning Scheme on 12 December 2005, upon which it became the Superseded Planning Scheme (SPS).

Despite this, as the two current applications were submitted under the 1988 Scheme, it remains the applicable planning instrument on which decisions on the applications must be based. Having said that, Council is able to give the weight it considers appropriate to later planning instruments, particularly the *Caboolture Shire Plan 2005*.

The 1988 Scheme has the format common to Planning Schemes prepared under the *Local Government Act 1987*. The components relevant to the NEBP project are the Strategic Plan (dating from 1993), definitions, and zone intents.

The 2002 and 2004 preliminary applications over the current Northeast Business Park site are subject to assessment under the 1988 Town Planning Scheme for the Shire of Caboolture. Under the 1998 planning scheme the Northeast Business Park site was zoned for Rural uses. In addition to this the 1993 Strategic Plan designated the site as a proposed location for sewerage treatment.

Since this time Caboolture Shire Council has re-evaluated these designations in support of uses that reflect the changing needs of the region. To this end the uses described in the 1988 Town Planning Scheme and the Strategic Plan are considered no longer relevant to the site, as is evidenced by the abandonment of plans to use the site for sewerage treatment and the District Industry Zoning of a significant part of Lot 10 under the *Caboolture Shire Plan 2005*.

Given that the NEBP Area Plan is concerned with the forward planning of the NEBP Area, it is considered more appropriate to respond to the intents and objectives of the *Caboolture Shire Plan 2005* rather than provide a series of detailed responses to the 1988 Scheme.

Nonetheless, the consistency of the NEBP project with the intents of the Strategic Land Use Plan is briefly demonstrated below.

8.5.1 Strategic Land Use Plan 1993 (Superseded)

The Strategic Land Use Plan commenced on 17 December 1993 and is a statutory component of the 1988 Scheme.

The Strategic Plan consists of:

- an overall aim;
- a map identifying the Preferred Dominant Land Uses for the Shire (the SLUP Map), which designate the NEBP site as partially a future possible sewerage disposal area and partially as rural: and
- a statement of objectives for each of the Preferred Dominant Land Uses.

8.5.1.1 Strategic Plan Aims

The Aims of the 1993 Strategic Plan was to "promote the general well being of residents by ensuring that Balanced Development occurs within the Shire". This was to be achieved through the fulfilment of three sectoral intents:

(i) Ecologically Sustainable Development:

To ensure that development is environmentally friendly and capable of delivering ecological sustainable prosperity, employment and social and cultural advancements to the Shire.

(ii) Economic Development:

To generate economic growth which uses both the natural and built strengths of the Shire to create prosperity and employment cost effectively without endangering the cultural, ecological and social fabric of the Shire

(iii) Social and Cultural Development:

To ensure that the rapid growth being experienced by the Shire is balanced by adequate provision of required social and cultural facilities, and ensuring that development is responsive to changing social needs.

As discussed above in relation to the development intents and the project need, the NEBP proposals have been structured around a number of key principles and development objectives which closely align with the vision aspects of the Strategic Plan's Aims. The combination of the net benefit approach and industrial ecology concepts together with the mix of land uses and flexibilities inherent within the proposed NEBP Area Plan, will ensure that the NEBP is an integrated and balanced development which provides uses satisfying business, industry, residential and community needs.

The key to realisation of the vision and development potential of the NEBP project revolves around the co-location and integration of the range of complementary land uses. Each aspect of the development supports and reinforces the functioning of the others and / or the locality and the region, and is necessary to ensure that the development's benefits are achieved.

The design of Northeast Business Park has adopted an integrated approach intended to take advantage of the strategic nature of the site, the needs of the community, the imperatives of the environment and the skills, resources and vision of the proponents. In so doing, the NEBP project will satisfy the intents of the Strategic Plan in a number of ways:

- Ecological Sustainable Development will be promoted by:
 - o acting as a Sustainability Exemplar;
 - o management of environmental impacts resulting from increasing recreational boating in Moreton Bay and Pumicestone Passage;
 - o improvements to water quality in the Caboolture River;
 - o rehabilitation of significantly degraded areas of the site, to provide key habitat connections in the wider ecological network and potentially stimulating rehabilitation opportunities beyond the site;
 - o the protection and extension of habitat areas associated with the declared Fish Habitat Area;
 - o the incorporation of sustainability principles in the NEBP Area Plan and design guidelines; and
 - o the use of industrial ecology principles.
- Economic Development within Caboolture and the Northern Growth Corridor will be supported through:
 - o the integration of key land uses to provide a balanced, masterplanned community in a manner that protects the ecological characteristics of the site and the Caboolture River;
 - o the MIBA's establishment of a substantial foundation for the significant strengthening of the regional economy and major job generator;
 - o provision of a world class marina facility and an associated cluster of marine industries, providing an important link in the regional marine industry network;
 - o the clustering of complementary uses to increase vitality and synergies using industrial ecology principles;
 - o the functioning of NEBP in a manner which supports and strengthens the role of Caboolture and Morayfield as a Principal Activity Centre; and
 - o flow on employment and economic benefits into the local economy.
- Social and Cultural Development:

- o Provision of extensive social and recreational facilities within 420Ha of open space, including approximately 9km of river frontage along with other social and recreational options such as;;
- o Playing fields;
- o Heritage park;
- o Walking and cycling tracks;
- o Rehabilitation areas, wetlands and landscaped open spaces;
- o Community nodes and facilities;
- o River access and river recreation pursuits;
- o Hotel and Conference facilities;
- o Provision of high amenity working and living environment including quality urban design standards for built form and landscaping; ;
- o Facilitate an enhanced public transport network in the region;
- o Provide a valuable and unique addition to the social and recreational fabric of the region, providing a heart for Burpengary and a regional destination;
- o Provide public access to the Caboolture River and regional open space areas;
- o Provision of a array of housing choices meeting the needs of the community;
- o Provision of a robust body corporate structure to guide and integrate development and maintain community and ecological assets; and
- o Protection and communication of the site's indigenous and cultural heritage.

8.5.1.2 Preferred Dominant Land Uses

The Strategic Plan's designation of the site was for a possible future sewage effluent disposal area. Improvements to the Caboolture Sewerage Treatment Plant, and changes to community expectations have made this strategic designation redundant, and the concept was abandoned by Council many years ago.. Interestingly, the passage of time has meant that the effluent from Caboolture South treatment plant is now treated to a sufficient standard that the treated effluent is to be reticulated to the site for beneficial reuse, which will enable additional water polishing. Accordingly, the intent of the designation is actually to be achieved, albeit in a more modern and socially acceptable form.

A buffer area along the river was designated as Open Space. The intent of this designation has been maintained by the provision of a 100m buffer and rehabilitation area along the site's river frontage. The general open space intent and character is further maintained by the provision of 420ha of open space.

The NEBP proposals form an integrated development with particular locational requirements. Need for a marina and marine industries was not foreshadowed in the early 1990s, whilst the on-going demand for employment land has necessitated designation of the District Industry Zoning in the *Caboolture Shire Plan 2005*. Clearly, retention of the site for the uses proposed in the 1993 Strategic Plan would not achieve the benefits that will accrue through the NEBP project, and there would be a general failure to realise the economic growth, social and cultural development and ecological enhancements for the Caboolture community.

8.6 CABOOLTURE SHIRE COUNCIL LOCAL LAWS

Caboolture Shire Council has a number of development related Local Laws, which largely regulate operations and activities once development has been completed. These are

- Local Law 06 - Entertainment Venues (1999);
- Local Law 08 - Rental Accommodation (1999);
- Local Law 13 - Control of Nuisances (1999);
- Local Law 15 - Commercial Use of Roads (1999);
- Local Law 16 - Roads (1999);
- Local Law 24 - Keeping and Control of Animals (1999);
- Local Law 25 - Control of Advertisements (1999);

Other than Local Law 16 – Roads, compliance with these local laws will be the responsibility of individual occupiers or business operators. The Roads Local Law allows for Council to name new roads and provide street numbers to properties.

9.0 CONCLUSION

The Northeast Business Park is a landmark development designed in holistic manner to capture the opportunities presented by its strategic location. It is considered the single most important development site in the Caboolture region, providing a unique opportunity to positively change the face and advance the identity of Caboolture and South East Queensland.

The development has been designed in an integrated manner, where each land use complements and reinforces the attractiveness, utility and vitality of the other land uses, both within the site and in its relationship to the region. The development is envisaged as a complete community with its own identity and character which also links and enhances the character of the region.

The foundation of the development is the MIBA precincts. Exceptionally well located in its own right, the MIBA is unique in its ability to co-locate with a marina and marine industries precinct. Both marina berths and marine industries have displayed incredible demand and growth over an extended period of time which are set to strengthen SEQ's pre-eminent position as the centre of the national marine sector.

Whilst the MIBA and the Marina precinct combine to provide the basis of outstanding employment precinct, the key to the realisation of the potential of this development is the successful integration with the balance of uses proposed. Not only is the MIBA designed to harness a trend where high value, clean production businesses are demanding high standards of amenity and facilities – the whole development is designed to create a complete environment which is nationally competitive as a business location.

The most fundamental aspect for any development precinct to function effectively is the presence of a critical mass of people. Accordingly, a substantial residential population has been proposed to provide the basis for successful operation of key features such as public transport, the marina village, community services, day and night activity and surveillance, and sporting and recreational facilities. The addition of highly desirable social and recreational opportunities will be of clear benefit to the development and the community, providing a regional destination.

The proponent has adopted a 'net benefit' approach as an intrinsic component of the development vision. Such an approach has provided a practical basis to embed sustainability principles and practices into the design and development intent. This process has unearthed many opportunities for synergies to be recognised, providing benefits to multiple parties. The same philosophy underpins the Industrial Ecology principles to be used as an organising framework for the development, seen as a substantial point of difference for the MIBA businesses in particular – advancing sustainability whilst sharing benefits.

The combination of elements in the proposal harnessing the potential of the site, will lead to substantial synergies which are expressed in part in the economic and employment benefits. The proposal is estimated to provide an economic benefit to Caboolture and the broader area economy of \$2.63 Billion per annum, in addition to construction expenditures of \$2.27 Billion. Moreover, the development is anticipated to directly and indirectly generate an estimated 27,150 full time equivalent jobs, in addition to construction jobs. It is clear that the development has enormous significance to the economic diversity and prosperity of the region and the State.

The total development proposal seeks to transform the currently degraded site into one which substantially adds to the ecological health and biodiversity of the area, whilst improving the water quality in the Caboolture River. The development can also reduce external flood levels and the

proponent will contribute to community actions to improve currently eroded river banks and riparian zones along the Caboolture River.

Ecological benefits are also to be translated to the built form through the inclusion of best practice sustainability provisions in the Local Area Plan, to be supported by Design Guidelines implemented by a Design Review Committee. A community title structure is proposed providing formal means to guide development on a long term basis.

The NEBP proposal will help catalyse a new phase in Caboolture's strengthening regional role as the Principal Activity Centre in the northern corridor of South East Queensland. The local employment and economic injection provides a critical component of 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 development addresses a multitude of aspects of Caboolture Shire Council and State Government policies and is considered to exemplify the principles and objectives of the SEQRP.

The proponent has instigated a substantial commitment to stakeholder engagement and community consultation, which will continue through the EIS process. The proponent's comprehensive approach to the development has led to the community feedback being overwhelmingly supportive.

Northeast Business Park aims to be a national benchmark development for future globally competitive business parks and/or marinas. The confluence of need and opportunity resulting in a visionary proposal of this magnitude is unique to the region and of strategic significance to the Caboolture Shire and to the State of Queensland.

APPENDIX A SEARCHES

A.1 CERTIFICATES OF TITLE

Certificates of Title for the following lots are attached:

- L2 RP902072;
- L7 RP845326;
- L10 RP902079;
- L12 RP145197;
- L15 RP902073;
- L17 RP902072; and
- L24 SP158298;

A.2 ENVIRONMENTAL MANAGEMENT REGISTER EXTRACTS

Attached are Certificates from the Environmental Management Register and Contaminated Land Register for the following lots:

- L2 RP902072;
- L7 RP845326;
- L10 RP902079;
- L12 RP145197;
- L15 RP902073;
- L17 RP902072; and
- L24 SP158298;

It is noted that Lot 10 is the only Lot listed on the Registers.

CURRENT TITLE SEARCH
NATURAL RESOURCES AND WATER, QUEENSLAND

Request No: 2186508
Search Date: 12/10/2007 12:10

Title Reference: 50172993
Date Created: 06/06/1997

Previous Title: 14062181

REGISTERED OWNER

Dealing No: 709198262 07/12/2005

NORTHEAST BUSINESS PARK PTY LTD A.C.N. 101 569 457

ESTATE AND LAND

Estate in Fee Simple

LOT 2 REGISTERED PLAN 902075
County of STANLEY Parish of CABOOLTURE
Local Government: CABOOLTURE SHIRE

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 10245124 (POR 26)
2. LEASE No 601622605 (L911245W) 08/04/1994
OF PART OF THE LAND
TO AUSTRALIAN AND OVERSEAS TELECOMMUNICATIONS CORPORATION
LIMITED
COMMENCING 01 JUL 1991
TERMINATING 30 JUN 2011
3. MORTGAGE No 709198281 07/12/2005 at 14:56
STOCKLAND CABOOLTURE WATERS PTY LTD A.B.N. 69 068 499 810
4. TRANSFER No 709273023 09/01/2006 at 14:29
MORTGAGE: 709198281
WESTPAC BANKING CORPORATION A.B.N. 33 007 457 141
5. MORTGAGE No 709273024 09/01/2006 at 14:29
WESTPAC BANKING CORPORATION A.B.N. 33 007 457 141

ADMINISTRATIVE ADVICES

Dealing	Type	Lodgement Date	Status
709678429	VEG NOTICE VEGETATION MANAGEMENT ACT 1999	14/06/2006 13:28	CURRENT
710520134	NOTC INT RES ACQUISITION OF LAND ACT 1967	20/04/2007 13:01	CURRENT

UNREGISTERED DEALINGS - NIL

CERTIFICATE OF TITLE ISSUED - No

Page 1/2

CURRENT TITLE SEARCH
NATURAL RESOURCES AND WATER, QUEENSLAND

Request No: 2186509

Search Date: 12/10/2007 12:10

Title Reference: 18292230

Date Created: 31/03/1992

Previous Title: 13500077

REGISTERED OWNER

Dealing No: 709210964 13/12/2005

NORTHEAST BUSINESS PARK PTY LTD A.C.N. 101 569 457

ESTATE AND LAND

Estate in Fee Simple

LOT 7 REGISTERED PLAN 845326
County of STANLEY Parish of CABOOLTURE
Local Government: CABOOLTURE SHIRE

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 10620083 (POR 105)
2. EASEMENT No 707227064 24/11/2003 at 15:52
benefiting the land over
EASEMENT A ON SP158300

ADMINISTRATIVE ADVICES

Dealing	Type	Lodgement Date	Status
709678429	VEG NOTICE	14/06/2006 13:28	CURRENT
VEGETATION MANAGEMENT ACT 1999			
UNREGISTERED DEALINGS - NIL			

CERTIFICATE OF TITLE ISSUED - No

Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **

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Requested By: D APPLICATIONS ABR

CURRENT TITLE SEARCH
NATURAL RESOURCES AND WATER, QUEENSLAND

Request No: 2186510
Search Date: 12/10/2007 12:10

Title Reference: 50172999
Date Created: 06/06/1997

Previous Title: 12630022

REGISTERED OWNER

Dealing No: 709198262 07/12/2005

NORTHEAST BUSINESS PARK PTY LTD A.C.N. 101 569 457

ESTATE AND LAND

Estate in Fee Simple

LOT 10 REGISTERED PLAN 902079
County of STANLEY Parish of CABOOLTURE
Local Government: CABOOLTURE SHIRE

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 10057014 (POR 10)
2. EASEMENT No 707227064 24/11/2003 at 15:52
burdening the land to
LOT 7 ON SP158300
OVER EASEMENT A ON SP158300
3. EASEMENT No 707291686 11/12/2003 at 16:29
burdening the land to
LOT 24 ON SP158298
OVER EASEMENT A ON SP158300
4. MORTGAGE No 709198281 07/12/2005 at 14:56
STOCKLAND CABOOLTURE WATERS PTY LTD A.B.N. 69 068 499 810
5. TRANSFER No 709273023 09/01/2006 at 14:29
MORTGAGE: 709198281
WESTPAC BANKING CORPORATION A.B.N. 33 007 457 141
6. MORTGAGE No 709273024 09/01/2006 at 14:29
WESTPAC BANKING CORPORATION A.B.N. 33 007 457 141

ADMINISTRATIVE ADVICES

Dealing	Type	Lodgement Date	Status
709678429	VEG NOTICE	14/06/2006 13:28	CURRENT
VEGETATION MANAGEMENT ACT 1999			
UNREGISTERED DEALINGS - NIL			

CERTIFICATE OF TITLE ISSUED - No

Page 1/2

CURRENT TITLE SEARCH
NATURAL RESOURCES AND WATER, QUEENSLAND

Request No: 2186511
Search Date: 12/10/2007 12:10

Title Reference: 15484022
Date Created: 19/02/1976

Previous Title: 15297129

REGISTERED OWNER

Dealing No: 710630061 29/05/2007

NORTHEAST BUSINESS PARK PTY LTD A.C.N. 101 569 457

ESTATE AND LAND

Estate in Fee Simple

LOT 12 REGISTERED PLAN 145197
County of STANLEY Parish of CABOOLTURE
Local Government: CABOOLTURE SHIRE

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 10044236 (POR 3)
2. EASEMENT IN GROSS No 601613431 (F89763) 23/01/1976
BURDENING THE LAND
TO COUNCIL OF THE SHIRE OF CABOOLTURE
OVER EASEMENT B ON RP145197

ADMINISTRATIVE ADVICES - NIL
UNREGISTERED DEALINGS - NIL

CERTIFICATE OF TITLE ISSUED - No

Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **

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Requested By: D APPLICATIONS ABR

CURRENT TITLE SEARCH
NATURAL RESOURCES AND WATER, QUEENSLAND

Request No: 2186513
Search Date: 12/10/2007 12:10

Title Reference: 50172986
Date Created: 06/06/1997

Previous Title: 15484025

REGISTERED OWNER

Dealing No: 709384774 22/02/2006

NORTHEAST BUSINESS PARK PTY LTD A.C.N. 101 569 457

ESTATE AND LAND

Estate in Fee Simple

LOT 15 REGISTERED PLAN 902073
County of STANLEY Parish of CABOOLTURE
Local Government: CABOOLTURE SHIRE

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 10044236 (POR 3)

ADMINISTRATIVE ADVICES - NIL
UNREGISTERED DEALINGS - NIL

CERTIFICATE OF TITLE ISSUED - No

** End of Current Title Search **

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Requested By: D APPLICATIONS ABR

CURRENT TITLE SEARCH
NATURAL RESOURCES AND WATER, QUEENSLAND

Request No: 2186514
Search Date: 12/10/2007 12:10

Title Reference: 50173002
Date Created: 06/06/1997

Previous Title: 15484027

REGISTERED OWNER

Dealing No: 710725084 21/06/2007

THE STATE OF QUEENSLAND
(REPRESENTED BY DEPARTMENT OF MAIN ROADS)

ESTATE AND LAND

Estate in Fee Simple

LOT 17 REGISTERED PLAN 902072
County of STANLEY Parish of CABOOLTURE
Local Government: CABOOLTURE SHIRE

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 10044236 (POR 3)

ADMINISTRATIVE ADVICES - NIL
UNREGISTERED DEALINGS - NIL

CERTIFICATE OF TITLE ISSUED - No

Corrections have occurred - Refer to Historical Search

** End of Current Title Search **

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Requested By: D APPLICATIONS ABR

CURRENT TITLE SEARCH
NATURAL RESOURCES AND WATER, QUEENSLAND

Request No: 2186515
Search Date: 12/10/2007 12:10

Title Reference: 50470793
Date Created: 04/12/2003

Previous Title: 13319143
18319107

REGISTERED OWNER

Dealing No: 710001708 09/10/2006

NORTHEAST BUSINESS PARK PTY LTD A.C.N. 101 569 457

ESTATE AND LAND

Estate in Fee Simple

LOT 24 SURVEY PLAN 158298
County of STANLEY Parish of BURPENGARY
County of STANLEY Parish of CABOOLTURE
Local Government: CABOOLTURE SHIRE

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 10224010 (POR 24)
Deed of Grant No. 14265174 (POR 114)
Deed of Grant No. 14265175 (POR 115)
Deed of Grant No. 14265176 (POR 116)
2. EASEMENT No 707291686 11/12/2003 at 16:29
benefiting the land over
EASEMENT A ON SP158300
3. MORTGAGE No 707362924 08/01/2004 at 12:55
WESTPAC BANKING CORPORATION A.B.N. 33 007 457 141

ADMINISTRATIVE ADVICES

Dealing	Type	Lodgement Date	Status
709678417	VEG NOTICE	14/06/2006 13:25	CURRENT

VEGETATION MANAGEMENT ACT 1999
UNREGISTERED DEALINGS - NIL

CERTIFICATE OF TITLE ISSUED - No

Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **

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Requested By: D APPLICATIONS ABR

SEARCH RESPONSE
ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

Jack Garrett
PO BOX 1559
Fortitude Valley QLD 4006

Transaction ID: 987553 EMR Site Id: 15 October 2007
Cheque Number:
Client Reference: 9238298

This response relates to a search request received for the site:
Lot: 2 Plan: RP902075
2-32 NOLAN DRIVE
MORAYFIELD

EMR RESULT

The above site is NOT included on the Environmental Management Register.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

**Note: Searches maybe conducted online through the State Government Website
www.smartservice.qld.gov.au or Citec Confirm www.confirm.com.au.**

If you have any queries in relation to this search please phone (07) 3227 7370.

Lindi Bowen
Registrar, Contaminated Land Unit

SEARCH RESPONSE
ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

Cherie O'Sullivan
PO Box 388
Toowong QLD 4066

Transaction ID: 959051 EMR Site Id: 20 July 2007
Cheque Number:
Client Reference: 8912851

This response relates to a search request received for the site:
Lot: 7 Plan: RP845326
185 FARRY ROAD
BURPENGARY

EMR RESULT

The above site is NOT included on the Environmental Management Register.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

**Note: Searches maybe conducted online through the State Government Website
www.smartservice.qld.gov.au or Citec Confirm www.confirm.com.au.**

If you have any queries in relation to this search please phone (07) 3227 7370.

Lindi Bowen
Registrar, Contaminated Land Unit

SEARCH RESPONSE
ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

Jack Garrett
PO BOX 1559
Fortitude Valley QLD 4006

Transaction ID: 987554 EMR Site Id: 18747 15 October 2007
Client Reference: 9238298
Cheque Number:

This response relates to a search request received for the site:
Lot: 10 Plan: RP902079

EMR RESULT

The above site IS included on the Environmental Management Register.
The site you have searched has been subdivided from the following site, which is included on the EMR.
Subdivided new parcels will remain on the EMR unless it can be shown that they are not located near the
contaminating activity.

Lot: 10 Plan: M3231
Address: 34 NOLAN ROAD
MORAYFIELD QLD 4506

The site has been subject to the following Notifiable Activity pursuant to section 374 of the
Environmental Protection Act 1994.

PETROLEUM PRODUCT OR OIL STORAGE - storing petroleum products or oil -

(a) in underground tanks with more than 200L capacity; or

(b) in above ground tanks with -

(i) for petroleum products or oil in class 3 in packaging groups 1 and 2 of the dangerous goods code - more than 2, 500L capacity; or

(ii) for petroleum products or oil in class 3 in packaging groups 3 of the dangerous goods code - more than 5, 000L capacity; or

(iii) for petroleum products that are combustible liquids in class C1 or C2 in Australian Standard AS1940, 'The storage and handling of flammable and combustible liquids' published by Standards Australia - more than 25, 000L capacity.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

Note: Searches maybe conducted online through the State Government Website
www.smartservice.qld.gov.au or Citec Confirm www.confirm.com.au.

If you have any queries in relation to this search please phone (07) 3227 7370.

SEARCH RESPONSE
ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

Jack Garrett
PO BOX 1559
Fortitude Valley QLD 4006

Transaction ID: 987555 EMR Site Id: 15 October 2007
Cheque Number:
Client Reference: 9238298

This response relates to a search request received for the site:
Lot: 12 Plan: RP145197
60 TRAFALGAR DRIVE
MORAYFIELD

EMR RESULT

The above site is NOT included on the Environmental Management Register.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

**Note: Searches maybe conducted online through the State Government Website
www.smartservice.qld.gov.au or Citec Confirm www.confirm.com.au.**

If you have any queries in relation to this search please phone (07) 3227 7370.

Lindi Bowen
Registrar, Contaminated Land Unit

SEARCH RESPONSE
ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

Cherie O'Sullivan
PO Box 388
Toowong QLD 4066

Transaction ID: 958983 EMR Site Id: 20 July 2007
Cheque Number:
Client Reference: 8912152

This response relates to a search request received for the site:
Lot: 15 Plan: RP902073
15 NOLAN DRIVE
MORAYFIELD

EMR RESULT

The above site is NOT included on the Environmental Management Register.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

**Note: Searches maybe conducted online through the State Government Website
www.smartservice.qld.gov.au or Citec Confirm www.confirm.com.au.**

If you have any queries in relation to this search please phone (07) 3227 7370.

Lindi Bowen
Registrar, Contaminated Land Unit

SEARCH RESPONSE
ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

Jack Garrett
PO BOX 1559
Fortitude Valley QLD 4006

Transaction ID: 987556 EMR Site Id: 15 October 2007
Cheque Number:
Client Reference: 9238298

This response relates to a search request received for the site:
Lot: 17 Plan: RP902072
31 TRAFALGAR DRIVE
MORAYFIELD

EMR RESULT

The above site is NOT included on the Environmental Management Register.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

**Note: Searches maybe conducted online through the State Government Website
www.smartservice.qld.gov.au or Citec Confirm www.confirm.com.au.**

If you have any queries in relation to this search please phone (07) 3227 7370.

Lindi Bowen
Registrar, Contaminated Land Unit

SEARCH RESPONSE
ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

Cherie O'Sullivan
PO Box 388
Toowong QLD 4066

Transaction ID: 958982 EMR Site Id: 20 July 2007
Cheque Number:
Client Reference: 8912152

This response relates to a search request received for the site:
Lot: 24 Plan: SP158298
195-235 FARRY ROAD
BURPENGARY

EMR RESULT

The above site is NOT included on the Environmental Management Register.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

**Note: Searches maybe conducted online through the State Government Website
www.smartservice.qld.gov.au or Citec Confirm www.confirm.com.au.**

If you have any queries in relation to this search please phone (07) 3227 7370.

Lindi Bowen
Registrar, Contaminated Land Unit

APPENDIX B TENURE AND TITLING ADVICE

Refer to attached advice from Herd Law.



Principal: Robert Herd
ABN: 16 394 142 457
Address: 635 Stanley Street
Woolloongabba Qld 4102
Postal: PO Box 8403
Woolloongabba Qld 4102
Telephone: (07) 3393 0433
Facsimile: (07) 3393 0533
Email: mail@herdlaw.com.au
Web: www.herdlaw.com.au

Our Ref: 5595:RJH
Your Ref: Jeff Smith
Contact: Robert Herd
Email: robert@herdlaw.com.au

October 16, 2007

Mr Jeff Smith
North East Business Park Pty Ltd
292 Water Street
SPRING HILL QLD 4004

BY EMAIL: SmithJ@portbinnli.com

Dear Sir

NORTHEAST BUSINESS PARK

We refer to our meeting of 27 August 2007.

We have received the updated Community Title Scheme plan ("CTS Plan") from Gregg Purcell. We have attached the CTS Plan, which should be referred to in reading this explanation for the structure of the development.

The Northeast Business Park site is to be divided into three main precincts of different Land Tenure.

The overall intent of the Developer is to retain as much control over the entire site as possible with the intended structure of development and impose as little burden as possible on Local and State authorities with respect to the maintenance of the public access areas.

The three main precincts are to be further divided into a total of 15 precincts.

The three main Precincts are as follows:

- 1 Community Title Schemes
- 2 Freehold Lots
- 3 Public Land

Each of the three main precincts are to be divided as follows:

1 COMMUNITY TITLE SCHEMES

There will be five separate community titles schemes. The five separate community titles schemes will not be contained within a layered scheme. It is intended that one of the schemes, the Marina Residential Scheme, will be a layered scheme consisting of at least three separate community titles schemes.

The Community Titles Schemes are as follows:

- (a) MIBA Scheme;
- (b) Marina Residential Scheme;
- (c) Residential Scheme 1;
- (d) Residential Scheme 2; and
- (e) Hotel Scheme.

Features of each Community Titles Scheme

Each scheme will consist of the following features:

(a) MIBA Scheme:

The predominant use of lots within this scheme will be Business and Industrial Use. The Body Corporate and Community Management (Commercial Module) Regulation 1997 ("Commercial Module") will apply to the scheme. The Scheme will comprise standard format lots initially and common property. The lots in this scheme will be further subdivided by standard or building format plans creating subsidiary schemes in a layered Community Title Scheme arrangement.

Community Management Statement

In addition to the Body Corporate and Community Management Act 1997 ("the BCCM Act") and the Commercial Module, the scheme will be regulated by its Community Management Statement ("CMS").

The CMS will contain By-laws for regulating conduct of occupiers of the scheme including the keeping of animals on scheme land. In addition the CMS will control the development and appearance of lots within the scheme by development control By-laws and by inclusion of Schedule B.

Schedule B in the CMS will outline the staging of development within the scheme and make provision for alteration of lot entitlements as the scheme is developed. Schedule B will also outline the creation of any further common property (including roadway access) as the scheme is developed.

Developmental Control

The CMS for the Principal Scheme will contain development control By-laws. There will be a full architectural and landscaping code contained within the By-laws. All development within the lots will require, in addition to any governmental authority approval, the approval of the Architectural Review Committee.

The Development Control By-laws contained in the CMS will impose a strict regime for controlling the "look and feel" of the Scheme so that all development will be of a compatible nature. The By-laws will specify guidelines for the design and finish of structures and for landscape design.

The Development Control By-laws will be enforced under the BCCM Act in the event of any dispute.

Access

The access to this scheme will be by the existing public road and the proposed North South Arterial Corridor.

The Scheme will contain other roadways to provide access to the individual lots. These other roadways will form part of the common property. Under the BCCM Act the Body Corporate is

required to maintain and control the Common Property areas including roadways located on common property.

Management

The Scheme will be managed by an Onsite Caretaker appointed by Service contractor agreement under the BCCM Act and Commercial Module. The Caretaker will be appointed for a term of 25 years.

The role of the caretaker is to perform all of the duties that the Body Corporate has in relation to cleaning, repairing and maintaining the Common Property. The Caretaker is also required to monitor the observance of the By-laws by occupiers and invitees on scheme land.

The Caretaker is also required to monitor and bring to the attention of the Body Corporate all hazards and risks on common property so that appropriate action can be taken by the Body Corporate.

The Caretaker is also required to maintain all gardens and landscaped areas for the Body Corporate as well as take preventative measures in relation to pest and weed eradication.

Maintenance of Infrastructure

The Body Corporate is required to maintain and repair all utility infrastructure that forms part of the Scheme Property. Any public roadways and publicly owned utility infrastructure will be required to be maintained by the relevant State Agency or local authority.

The Developer will seek to enter into an agreement with the relevant State Agencies or local authority for the maintenance of the landscaped areas of the road verges and other public land.

Public Open Space

The Body Corporate will be a lessee as tenant in common of the public open space area of the Northeast Business Park Development site. It will have a financial obligation to contribute to the upkeep of the public open space area. The Public Open Space Area will be maintained by an appointed manager, the cost of which will be met by the lessees of the open space.

(b) Marina Residential Scheme:

The predominant use of lots within this scheme will be Residential and Accommodation. The Body Corporate and Community Management (Accommodation Module) Regulation 1997 ("Accommodation Module") will apply to the scheme. The Scheme will comprise at least three subsidiary community title schemes. The Scheme will be further subdivided by standard or building format plans creating a scheme of Villas on the Golf Course, a scheme of Villas facing the Marina and a scheme comprising apartment buildings between the two villas schemes.

The Accommodation Module will also apply to the subsidiary schemes.

Community Management Statement

In addition to the BCCM Act and the Accommodation Module, the scheme will be regulated by its CMS.

The CMS will contain By-laws for regulating conduct of occupiers of the scheme including the keeping of animals on scheme land. In addition the CMS will control the development and appearance of lots within the scheme by development control By-laws and by inclusion of Schedule B.

Schedule B in the CMS will outline the staging of development within the scheme and make provision for alteration of lot entitlements as the scheme is developed. Schedule B will also outline the creation of any further common property (including roadway access) as the scheme is developed.

Developmental Control

The CMS for the Principal Scheme will contain development control By-laws. There will be a full architectural and landscaping code contained within the By-laws. All development within the lots will require, in addition to any governmental authority approval, the approval of the Architectural Review Committee.

The Development Control By-laws contained in the CMS will impose a strict regime for controlling the “look and feel” of the Scheme so that all development will be of a compatible nature. The By-laws will specify guidelines for the design and finish of structures and for landscape design.

The Development Control By-laws will be enforced under the BCCM Act in the event of any dispute.

Access

The access to this scheme will be by the proposed North South Arterial Corridor.

The Scheme will contain footways and roadways to provide access to the individual lots. These access ways will form part of the common property. Under the BCCM Act the Body Corporate is required to maintain and control the Common Property areas including roadways located on common property.

Management

The Scheme will be managed by an Onsite Caretaker appointed by Service contractor agreement under the BCCM Act and Accommodation Module. The Caretaker will be appointed for a term of 25 years.

The role of the caretaker is to perform all of the duties that the Body Corporate has in relation to cleaning, repairing and maintaining the Common Property. The Caretaker is also required to monitor the observance of the By-laws by occupiers and invitees on scheme land.

The Caretaker is also required to monitor and bring to the attention of the Body Corporate all hazards and risks on common property so that appropriate action can be taken by the Body Corporate.

The Caretaker is also required to maintain all gardens and landscaped areas for the Body Corporate as well as take preventative measures in relation to pest and weed eradication.

Maintenance of Infrastructure

The Body Corporate is required to maintain and repair all utility infrastructure that forms part of the Scheme Property. Any public roadways and publicly owned utility infrastructure will be required to be maintained by the relevant State Agency or local authority.

The Developer will seek to enter into an agreement with the relevant State Agencies or local authority for the maintenance of the landscaped areas of the road verges and other public land.

Public Open Space

The Body Corporate will be a lessee as tenant in common of the public open space area of the Northeast Business Park Development site. It will have a financial obligation to contribute to the upkeep of the public open space area. The Public Open Space Area will be maintained by an appointed manager, the cost of which will be met by the lessees of the open space.

(c) Residential Scheme 1:

The predominant use of lots within this scheme will be Residential Use. The Body Corporate and Community Management (Standard Module) Regulation 1997 (“Standard Module”) will apply to the scheme. The Scheme will comprise standard format lots initially and common property. The development of the lots in this scheme will be staged. It is not intended to

create any subsidiary schemes within this scheme and no provision will be made in the CMS for this.

Community Management Statement

In addition to the BCCM Act and the Standard Module, the scheme will be regulated by its CMS.

The CMS will contain By-laws for regulating conduct of occupiers of the scheme including the keeping of animals on scheme land. In addition, the CMS will control the development and appearance of lots within the scheme by development control By-laws and by inclusion of Schedule B.

Schedule B in the CMS will outline the staging of development within the scheme and make provision for alteration of lot entitlements as the scheme is developed. Schedule B will also outline the creation of any further common property (including roadway access) as the scheme is developed.

Developmental Control

The CMS for the Principal Scheme will contain development control By-laws. There will be a full architectural and landscaping code contained within the By-laws. All development within the lots will require, in addition to any governmental authority approval, the approval of the Architectural Review Committee.

The Development Control By-laws contained in the CMS will impose a strict regime for controlling the "look and feel" of the Scheme so that all development will be of a compatible nature. The By-laws will specify guidelines for the design and finish of structures and for landscape design.

The Development Control By-laws will be enforced under the BCCM Act in the event of any dispute.

Access

The access to this scheme will be by the proposed North South Arterial Corridor.

The Scheme will contain other roadways to provide access to the individual lots. These other roadways will form part of the common property. Under the BCCM Act the Body Corporate is required to maintain and control the Common Property areas including roadways located on common property.

Management

The Scheme will be managed by an Onsite Caretaker appointed by Service contractor agreement under the BCCM Act and Standard Module. The Caretaker will be appointed for a term of 10 years.

The role of the caretaker is to perform all of the duties that the Body Corporate has in relation to cleaning, repairing and maintaining the Common Property. The Caretaker is also required to monitor the observance of the By-laws by occupiers and invitees on scheme land.

The Caretaker is also required to monitor and bring to the attention of the Body Corporate all hazards and risks on common property so that appropriate action can be taken by the Body Corporate.

The Caretaker is also required to maintain all gardens and landscaped areas for the Body Corporate as well as take preventative measures in relation to pest and weed eradication.

Maintenance of Infrastructure

The Body Corporate is required to maintain and repair all utility infrastructure that forms part of the Scheme Property. Any public roadways and publicly owned utility infrastructure will be required to be maintained by the relevant State Agency or local authority.

The Developer will seek to enter into an agreement with the relevant State Agencies or local authority for the maintenance of the landscaped areas of the road verges and other public land.

Public Open Space

The Body Corporate will be a lessee as tenant in common of the public open space area of the Northeast Business Park Development site. It will have a financial obligation to contribute to the upkeep of the public open space area.

The Public Open Space Area will be maintained by an appointed manager, the cost of which will be met by the lessees of the open space.

(d) Residential Scheme 2:

The predominant use of lots within this scheme will also be Residential Use. The Body Corporate and Community Management (Standard Module) Regulation 1997 ("Standard Module") will apply to the scheme. The Scheme will comprise standard format lots initially and common property. The development of the lots in this scheme will be staged. It is not intended to create any subsidiary schemes within this scheme and no provision will be made in the CMS for this.

Community Management Statement

In addition to the BCCM Act and the Standard Module, the scheme will be regulated by its CMS.

The CMS will contain By-laws for regulating conduct of occupiers of the scheme including the keeping of animals on scheme land. In addition the CMS will control the development and appearance of lots within the scheme by development control By-laws and by inclusion of Schedule B.

Schedule B in the CMS will outline the staging of development within the scheme and make provision for alteration of lot entitlements as the scheme is developed. Schedule B will also outline the creation of any further common property (including roadway access) as the scheme is developed.

Developmental Control

The CMS for the Principal Scheme will contain development control By-laws. There will be a full architectural and landscaping code contained within the By-laws. All development within the lots will require, in addition to any governmental authority approval, the approval of the Architectural Review Committee.

The Development Control By-laws contained in the CMS will impose a strict regime for controlling the "look and feel" of the Scheme so that all development will be of a compatible nature. The By-laws will specify guidelines for the design and finish of structures and for landscape design.

The Development Control By-laws will be enforced under the BCCM Act in the event of any dispute.

Access

The access to this scheme will be by easement access over the golf course to the proposed North South Arterial Corridor.

The Scheme will contain other roadways to provide access to the individual lots. These other roadways will form part of the common property. Under the BCCM Act the Body Corporate is required to maintain and control the Common Property areas including roadways located on common property.

The Body Corporate will also be required to maintain the easement access.

Management

The Scheme will be managed by an Onsite Caretaker appointed by Service contractor agreement under the BCCM Act and Standard Module. The Caretaker will be appointed for a term of 10 years.

The role of the caretaker is to perform all of the duties that the Body Corporate has in relation to cleaning, repairing and maintaining the Common Property. The Caretaker is also required to monitor the observance of the By-laws by occupiers and invitees on scheme land.

The Caretaker is also required to monitor and bring to the attention of the Body Corporate all hazards and risks on common property so that appropriate action can be taken by the Body Corporate.

The Caretaker is also required to maintain all gardens and landscaped areas for the Body Corporate as well as take preventative measures in relation to pest and weed eradication.

Maintenance of Infrastructure

The Body Corporate is required to maintain and repair all utility infrastructure that forms part of the Scheme Property. Any public roadways and publicly owned utility infrastructure will be required to be maintained by the relevant State Agency or local authority.

The Developer will seek to enter into an agreement with the relevant State Agencies or local authority for the maintenance of the landscaped areas of the road verges and other public land.

Public Open Space

The Body Corporate will be a lessee as tenant in common of the public open space area of the Northeast Business Park Development site. It will have a financial obligation to contribute to the upkeep of the public open space area.

The Public Open Space Area will be maintained by an appointed manager, the cost of which will be met by the lessees of the open space.

(e) Hotel Scheme:

The predominant use of lots within this scheme will be Commercial and Accommodation Use. The scheme will first be divided by Volumetric plan creating two volumetric lots. This volumetric scheme will be regulated by a Building Management Statement under the Land Titles Act 1994.

The Volumetric Lots will consist of two Community Titles Schemes established within the volumetric lots. The Commercial Module will apply to the Commercial Scheme (ie the commercial operation of the Hotel). The Accommodation Module will apply to the Accommodation Scheme (i.e. the provision of accommodation).

Community Management Statement

In addition to the BCCM Act, the Commercial Module and the Accommodation Module, the Commercial Scheme and the Accommodation Scheme will be regulated by their own CMS.

The CMS will contain By-laws for regulating conduct of occupiers of the scheme including the keeping of animals on scheme land. In addition the CMS will control the development and appearance of lots within the scheme by development control By-laws and by inclusion of Schedule B.

Schedule B in the CMS will outline the staging of development within the scheme and make provision for alteration of lot entitlements as the scheme is developed. Schedule B will also outline the creation of any further common property (including roadway access) as the scheme is developed.

Developmental Control

The CMS for the Principal Scheme will contain development control By-laws. There will be a full architectural code contained within the By-laws. All development within the lots will require, in addition to any governmental authority approval, the approval of the Architectural Review Committee.

The Development Control By-laws contained in the CMS will impose a strict regime for controlling the "look and feel" of the Scheme so that all development will be of a compatible nature. The By-laws will specify guidelines for the design and finish of structures and for landscape design.

The Development Control By-laws will be enforced under the BCCM Act in the event of any dispute.

Access

The access to this scheme will be by easement over the common property of the Marina Residential Scheme to the proposed North South Arterial Corridor.

The Scheme will contain other access ways to provide access to the individual lots. These other access ways will form part of the common property. Under the BCCM Act the Body Corporate is required to maintain and control the Common Property areas including roadways located on common property.

The Body Corporate will also be required to maintain the easement access.

Management

The Schemes will be managed by an Onsite Caretaker appointed by Service contractor agreement under the BCCM Act and Commercial Module for the Commercial Scheme and the Accommodation Module for the Accommodation Scheme. The Caretaker will be appointed for a term of 25 years.

In addition the Caretaker will also perform any duties required to be performed under the Building Management Statement.

The role of the caretaker is to perform all of the duties that the Body Corporate has in relation to cleaning, repairing and maintaining the Common Property. The Caretaker is also required to monitor the observance of the By-laws by occupiers and invitees on scheme land.

The Caretaker is also required to monitor and bring to the attention of the Body Corporate all hazards and risks on common property so that appropriate action can be taken by the Body Corporate.

The Caretaker is also required to maintain all gardens and landscaped areas for the Body Corporate as well as take preventative measures in relation to pest and weed eradication within the scheme.

Maintenance of Infrastructure

The Body Corporate is required to maintain and repair all utility infrastructure that forms part of the Scheme Property. Any public roadways and publicly owned utility infrastructure will be required to be maintained by the relevant State Agency or local authority.

The Developer will seek to enter into an agreement with the relevant State Agencies or local authority for the maintenance of the landscaped areas of the road verges and other public land.

Public Open Space

The Bodies Corporate will be a lessee as tenant in common of the public open space area of the Northeast Business Park Development site. It will have a financial obligation to contribute to the upkeep of the public open space area.

The Public Open Space Area will be maintained by an appointed manager, the cost of which will be met by the lessees of the open space.

2 FREEHOLD LOTS

There will be eight freehold allotments. These lots will not contain any community title schemes and are not part of any layered community title scheme. It is not intended that these eight areas will be further subdivided either by standard format plan or community titles scheme.

The eight allotments are as follows:

- (a) Marina Pavilion
- (b) Marina & Lock
- (c) Recreation and Sporting Club
- (d) Marina Village
- (e) Golf Course
- (f) Shipyard
- (g) Open Space
- (h) School

Features of Each Lot

Each lot will consist of the following features:

(a) Marina Pavilion;

The Marina Pavilion will provide facilities for the Marina including "The Marina Club", Marina Shower, Toilet and Laundromat, refuse disposal areas, car parking and marina administration office activities. The cost of maintaining these facilities will be met by a benefited area maintenance levy applied to Berth holders, The Marina residential scheme elements, tenants of the Marina Village commercial area and the Marina Pavilion.

Access

Access to this parcel will be via private road (Access easement) off the main arterial road passing through the Development.

Management

Management of this area will be undertaken by the Marina management company.

(b) Marina & Lock

The Marina and Lock will contain up to 911 floating vessel berths ranging in size and configuration for both, mono hull and multi hull vessels, queuing pontoons for access and egress to the marina basin, control facilities for the lock gates and water quality monitoring and will form part of the Marina basin. The cost of maintaining these facilities will be met by a benefited area maintenance levy applied to Berth holders, The Marina residential scheme elements, tenants of the Marina village commercial area and the Marina Pavilion.

Access

Land Access to this parcel will be via private road (Access Easement) off the main arterial road passing through the Development. Vessel Access will be via the Caboolture River to Pumicestone Passage and Moreton Bay.

Management

Management of this area will be undertaken by the Marina management company.

(c) Recreation and Sporting Club

The Recreation and Sporting club will provide club and recreation facilities to the population of the development. The facilities will be maintained by an appointed manager. The cost of these facilities will be subsidised by contributions from the Community Title schemes.

Access

Access to this parcel will be via Buckley Road (Council controlled) off the main arterial road passing through the Development.

Management

Management of this area will be undertaken by the Recreation and Sporting facilities management company.

(d) Marina Village

The Marina Village will contain a number of commercial tenancies and car parking facilities. The village will be the focal point of social activity around the marina.

Access

Access to this parcel will be off the main arterial road passing through the Development.

Management

Management of this area will be undertaken by the Marina Village management company

(e) Golf Course

The Golf Course will provide the major land based recreation facility to the population of the development. The Golf Course will be maintained by an appointed manager.

Access

Access to this parcel will be via Buckley Road (Council controlled) off the main arterial road passing through the Development.

Management

Management of this area will be undertaken by the Recreation and Sporting facilities management company. The cost of these facilities will be subsidised by contributions from the Scheme of Villas facing the Golf Course.

(f) Shipyard

The Shipyard will provide facilities such as a 550 boat dry stack facility, 65 tonne travel lift for vessel maintenance and various sheds for maintenance activities.

Access

Access to this parcel will be off the main arterial road passing through the Development.

Management

Management of this area will be undertaken by the Marina Shipyard management company.

(g) Open Space

The Developer will retain ownership of the freehold of the open space area in an associated entity.

The Open Space will be leased to all of the community title schemes as tenants in common. The Developer will appoint a caretaker for the cleaning and maintenance of the Open Space area and the Lessees will be responsible for the costs of the maintenance of the area. This includes maintaining of the landscape and eradication of all weeds and pests.

As the Open Area is intended for Public Access to the Caboolture River riparian zone, contribution for public liability insurance will be sought from the Local Authority.

The right of public access can be secured by grant of easement in gross to the Local Authority.

Access

Access to the Public Open Space will be from designated entry points from the North South Arterial Corridor.

Management

The Developer will appoint a management company that will manage access and maintenance of the Public Open Space. The Lessee Bodies Corporate will contribute to the cost of management of the Public Open Space as an outgoing payable pursuant to the Lease. The Management Company will also undertake the maintenance of the Public Land detailed below.

(h) School

The School land will be sold to the State of Queensland for establishment of a public school.

Access

Access to the school land will be via the North South Arterial Corridor and from the scheme land in Residential Scheme 1.

Management

Management of the school land will be undertaken by the operator of the school.

3 PUBLIC LAND

The Public Land will consist of the State Controlled Road as the proposed North South Arterial Corridor and the current public road Nolan Drive.

The State or the Council as the case may be will maintain the road surface of all public roads. The maintenance of the road verges and landscaping will be undertaken by the Management Company appointed to maintain the Public Open Space.

In addition the Public Land will consist of the Public Park at the south west corner of the site adjoining Nolan Drive.

It is intended that the Management Company appointed to maintain the Public Open Space will undertake maintenance of the landscaping of Public Park and seek an arrangement with the Local Authority regarding public risk insurance.

October 16, 2007

12

Herdlaw
SOLICITORS

If you have any queries in relation to the above please contact Robert Herd of our office.

Yours faithfully
HERDLAW

A handwritten signature in black ink, appearing to read 'R. Herd', written in a cursive style.

Robert Herd
Principal

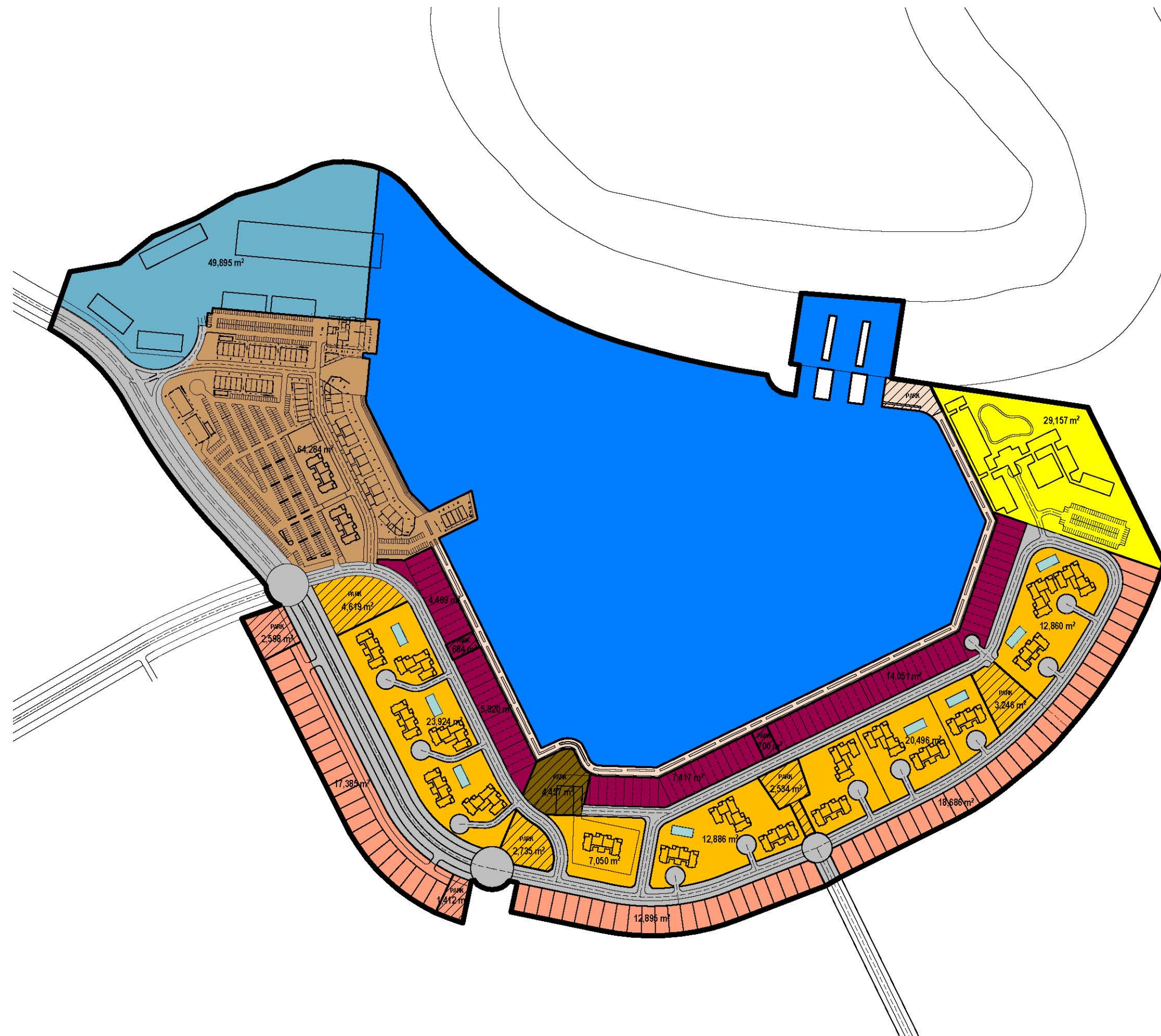
APPENDIX C NEBP AREA PLAN

Refer to attached *Northeast Business Park Area Plan* EIS Submission Version 2007-11-19, prepared by PMM Brisbane.

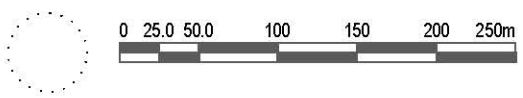
APPENDIX D INDICATIVE DETAILED PROPOSALS

The proposals shown herein are indicative and represent current architectural and design concepts for the detailed development of the site.

Indicative plans and sketches of potential forms of development in the Marina Precincts and for the Golf Course Clubhouse are attached. These plans are subject to detailed design and approval, and show one method of implementing the development.



AREAS		
MARINA BASIN	=	281,915m ²
SHIPYARD	=	49,895m ²
MARINA CENTRE	=	64,284m ²
MARINA RESIDENTIAL	=	33,141m ² *
MARINA APARTMENTS	=	90,400m ² *
MARINA PAVILION	=	4,457m ²
GOLF RESIDENTIAL	=	52,976m ² *
HOTEL	=	29,157m ²
ROADS	=	83,775m ²
* INCLUDING PARK AREA		



SITE AREA PLAN -MARINA PRECINCT

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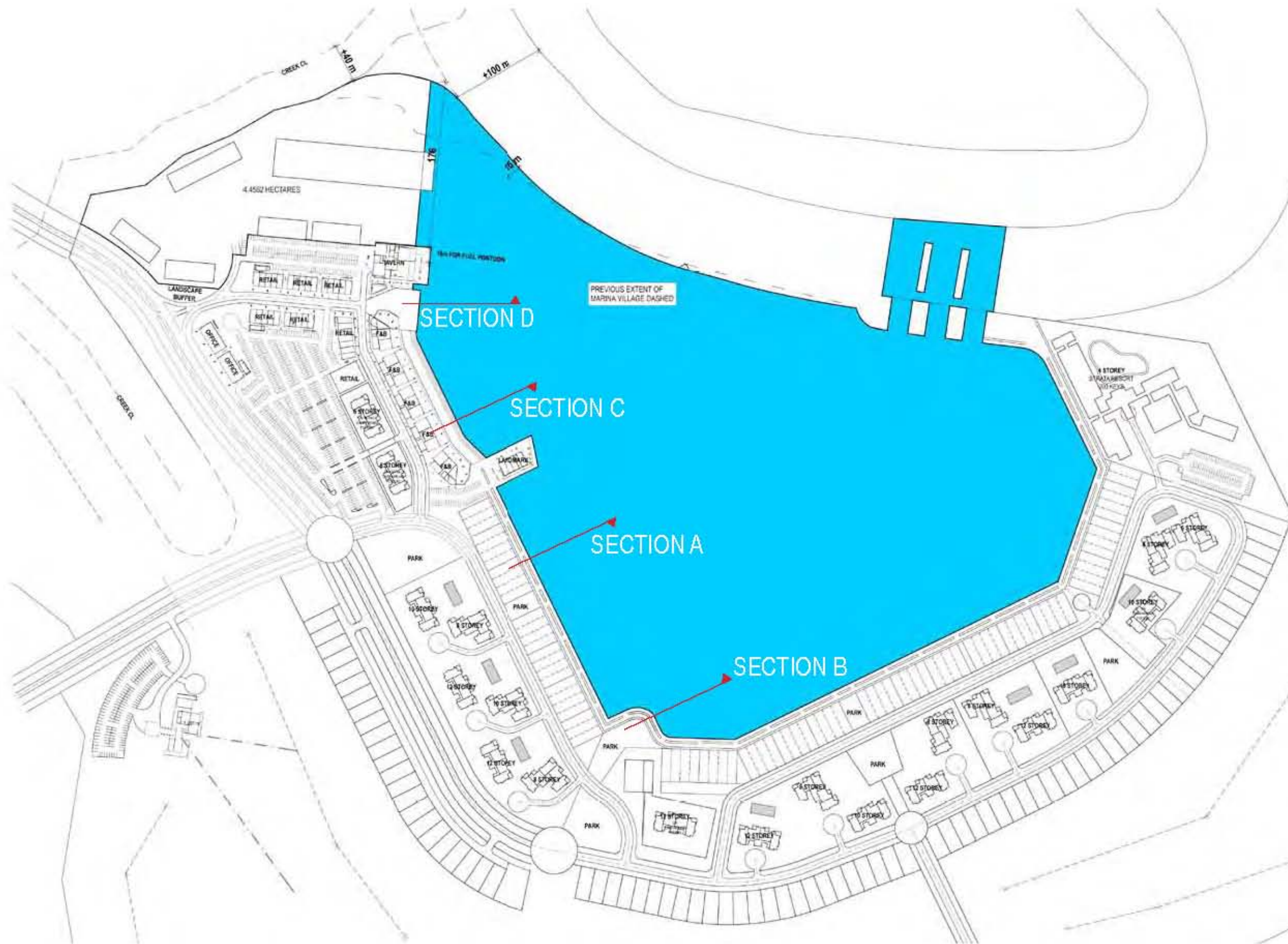
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APPROVED FOR ISSUE: _ _

NORTH EAST BUSINESS PARK
NORTH EAST BUSINESS PARK



PRELIMINARY
NOT FOR CONSTRUCTION



PRELIMINARY
NOT FOR CONSTRUCTION

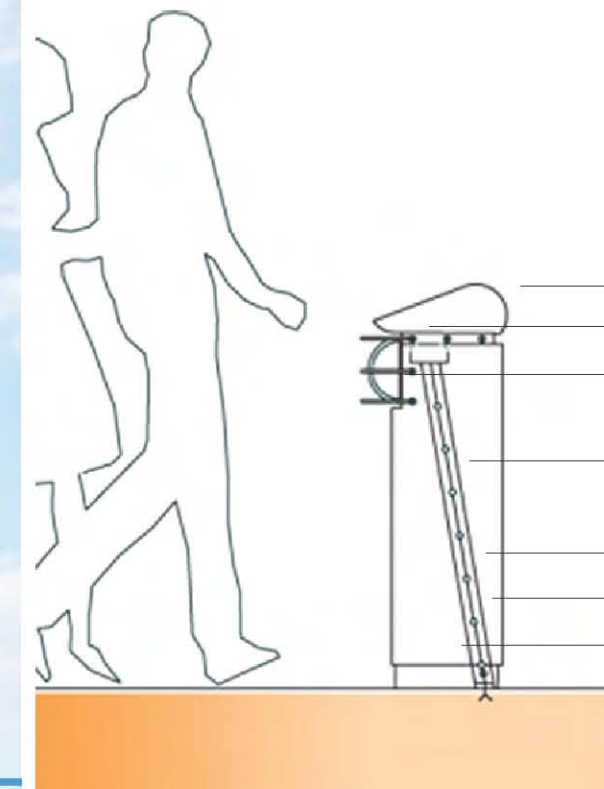
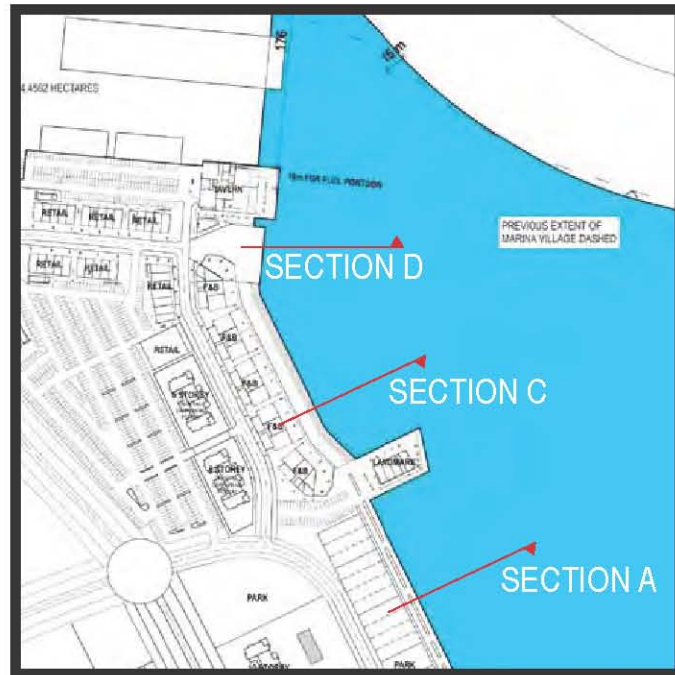
NOTE: The Designs are incative only and subject to trial site levels and configurations

DRAFT
KEY PLAN TO SECTIONS

JOB NO: 6008-01-A 07/09/2007 A-SD-MV-20-01 (A)

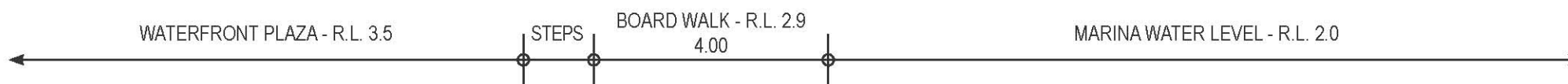
NORTH EAST BUSINESS PARK - PHASE 2
NORTH EAST BUSINESS PARK





- STAINLESS STEEL CAPPING
- STAINLESS STEEL TOP RAIL
- CHROME ROUND CAGE LIGHT
- LARGE CHROME OVAL LIGHTING
- STAINLESS STEEL 'T' POST @ 1200
- STAINLESS STEEL CABLE
- HEAVY TIMBER BOLLARD
- STAINLESS STEEL BRACKET SECURED TO STEEL POST

Indicative Detail of Safety Rail



NOTE: These Designs are indicative only and subject to final site levels and site configurations

DRAFT
SECTION D - SECTION THROUGH WATERFRONT PLAZA

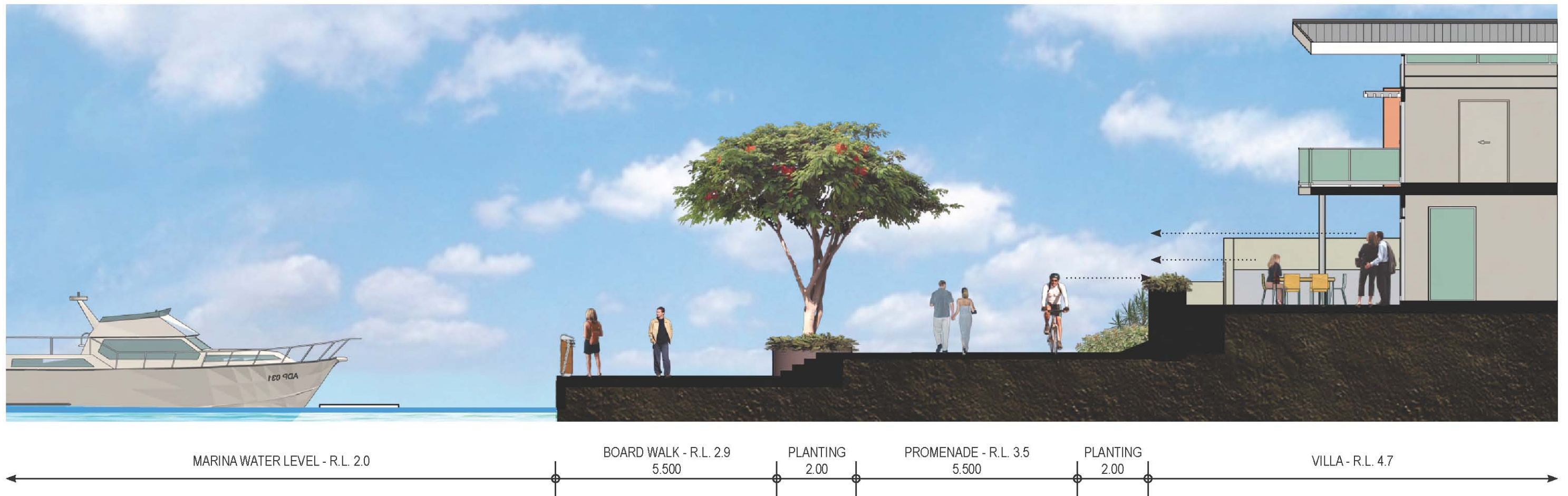
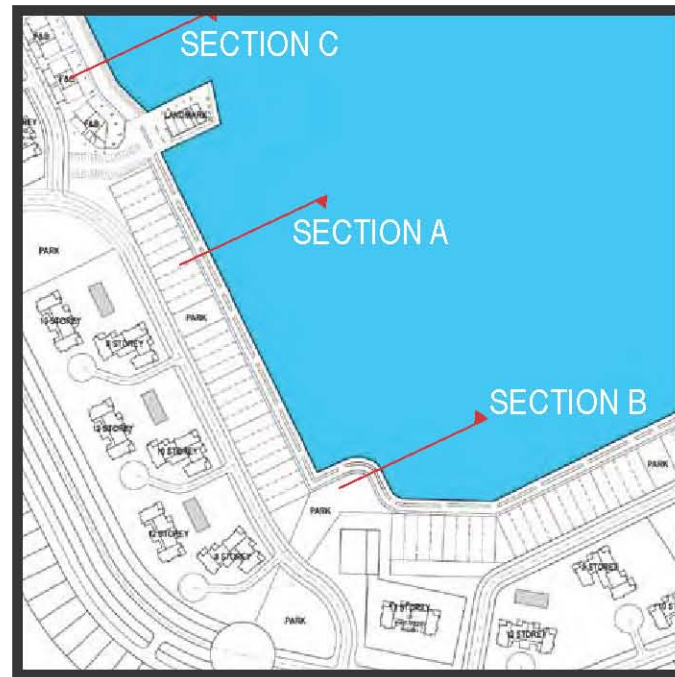
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SCALE: 1:100 @ A3



NORTH EAST BUSINESS PARK - PHASE 2
NORTH EAST BUSINESS PARK





NOTE: These Designs are indicative only and subject to final site levels and site configurations

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SECTION A - SECTION THRU VILLA

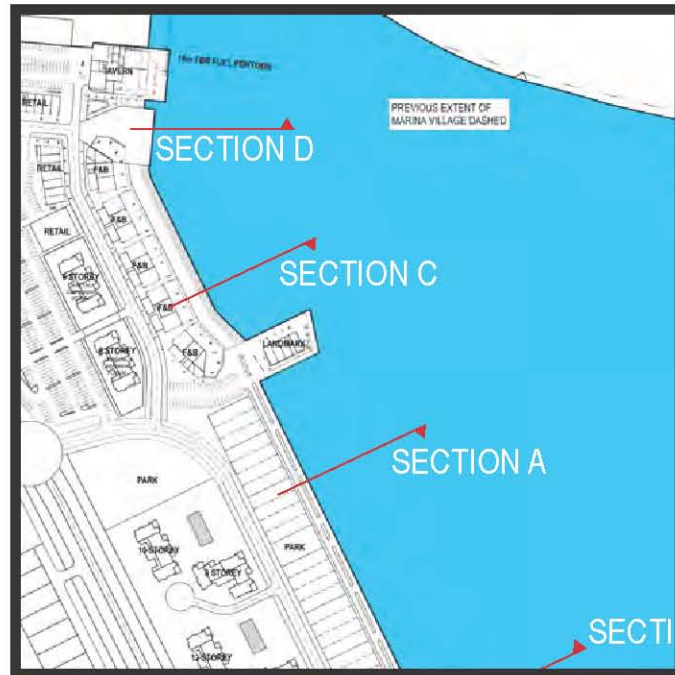
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NORTH EAST BUSINESS PARK - PHASE 2
NORTH EAST BUSINESS PARK





NOTE: These Designs are indicative only and subject to final site levels and site configurations

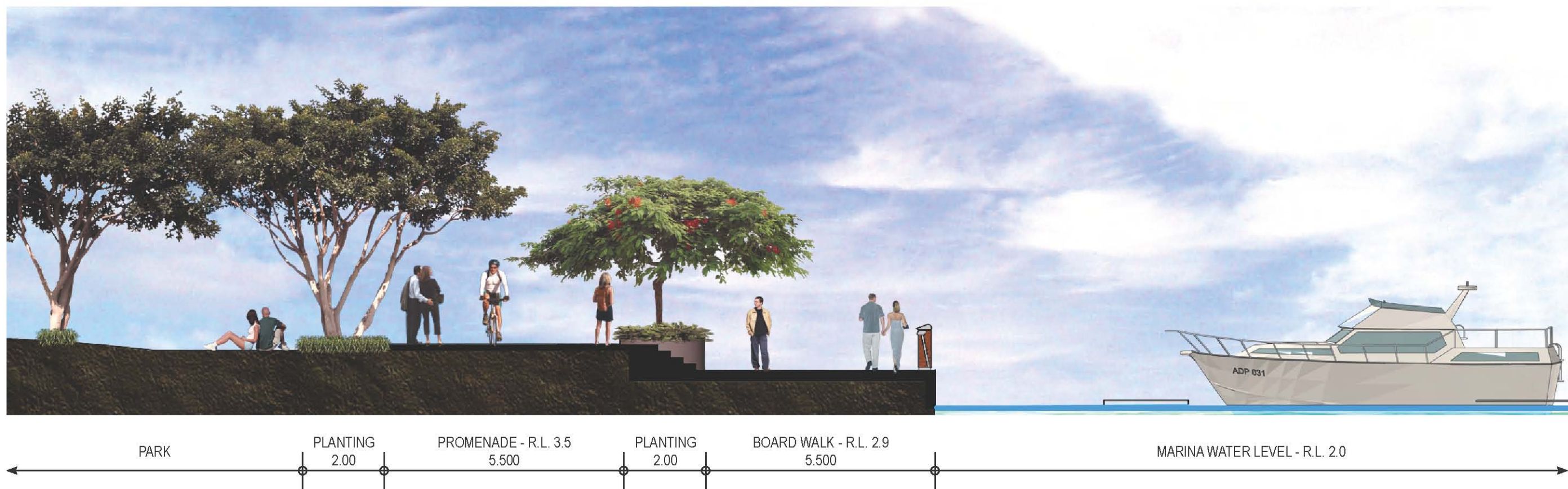
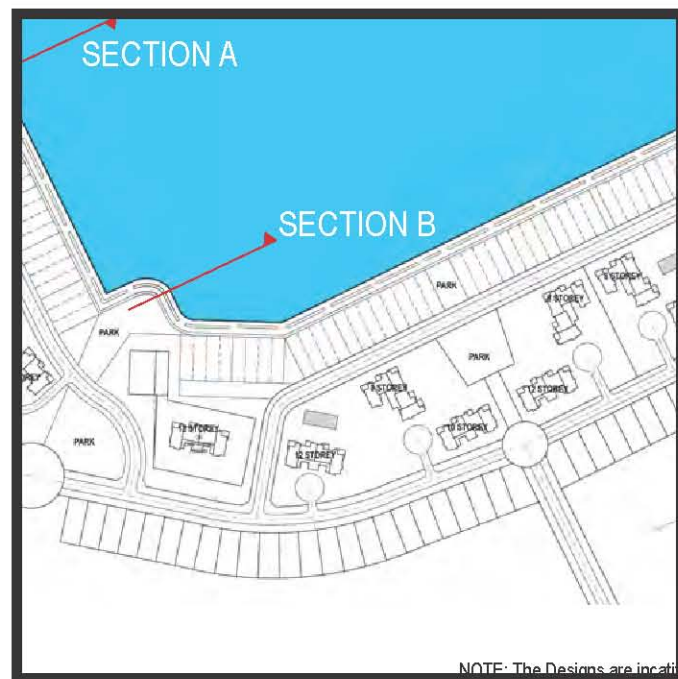
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SECTION C - SECTION THRU RESTAURANT
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SCALE: 1:100 @ A3



NORTH EAST BUSINESS PARK - PHASE 2
NORTH EAST BUSINESS PARK





NOTE: These Designs are indicative only and subject to final site levels and site configurations

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SECTION B - SECTION THRU PARK

JOB NO: 6008-01-A 11/09/2007 A-SD-MV-20-03 (A)

SCALE: 1:100 @ A3



NORTH EAST BUSINESS PARK - PHASE 2
NORTH EAST BUSINESS PARK



North East Business Park

MARINA VILLAGE



The North East Business Park Marine Centre has evolved in response to the need for a specific lifestyle environment related to marine activities.

This mixed use character provides a variety of leisure and business opportunities that include restaurants and other food and beverage outlets, as well as commercial office and potential apartments.

The focal point is the village square which functions as both car park for everyday activities and as a village street being closed to traffic for weekend markets and other special community based events. Creating this public space does not however, impact on traffic access to residential areas.

The village centre is defined by the 'U' shaped layout of shops around the central car park, including a small supermarket and adjacent convenience shops as well as resident services. The upper floors would be occupied by professional offices. A row of shops offering outlets such as a chandlery, boat, brokers and other marine related business, also provides a visual screen by separating the village centre from the marina hardstand.

A split level boardwalk and promenade continue around the perimeter of the marina basin as a major public and resident's amenity.

This slightly curved form is designed to enhance the dynamic character of this lifestyle precinct, focusing views and noise toward the open water of the marina basin away from residential areas to the south.

The boardwalk and promenade will also feature appropriate landscaping, street furniture (benches, lighting, bollards, etc) and other amenities designed to enhance the pedestrian environment as well as provide adequate visual screening to the adjacent prime residential product.

Both the two storey tavern and the landmark sales and information centre are designed to project out over the water, acting as visual anchors at each end of the curved boardwalk promenade, which in turn is lined with waterfront cafes and restaurants. Two public waterfront plazas, one in front of the tavern and the other in front of the sales centre, when combined with the dining promenade and lower level boardwalk create the essence of the waterfront focus of the NEBP Marina Centre Development.



MARINA VILLAGE AREAS *

 SITE AREA	64284 m ²
 INTERNAL ROAD + ROAD CARPARKING	6300 m ²
 CARPARKS 1	17944 m ²
2	4491 m ²
3	1030 m ²
CARPARKS TOTAL	<u>23465 m²</u>
 PLAZA + WATERFRONT	5340 m ²
 TOTAL GFA AVAILABLE	
GND	11,559 m ²
1ST	<u>5,414 m²</u>
TOTAL	<u>16,973 m²</u>

* ALL AREA FIGURES ARE INDICATIVE, AND SUBJECT TO MORE DETAILED SITE AND MARKETING ANALYSIS.

Site Plan

INDICATIVE GROSS FLOOR AREA *

BUILDING	GND	1ST	TOTAL
TAVERN	1591 m ²	-	1591 m ²
RETAIL (GND)	3641 m ²	-	3641 m ²
FOOD & BEVERAGE	3753 m ²	1081 m ²	4834 m ²
COMMERCIAL (1ST)	-	4333 m ²	4333 m ²
MIXED USE	2574 m ²	-	2574 m ²
TOTAL	11559 m ²	5414 m ²	16973 m ²

* ALL AREA FIGURES ARE INDICATIVE, AND SUBJECT TO MORE DETAILED SITE AND MARKETING ANALYSIS.



1 Ground GFA
SCALE 1:2000 @ A3



2 1st Floor GFA
SCALE 1:2000 @ A3

PRELIMINARY
NOT FOR CONSTRUCTION

SITE PLANS - MARINA VILLAGE - INDICATIVE GFA CALCS

NORTH EAST BUSINESS PARK

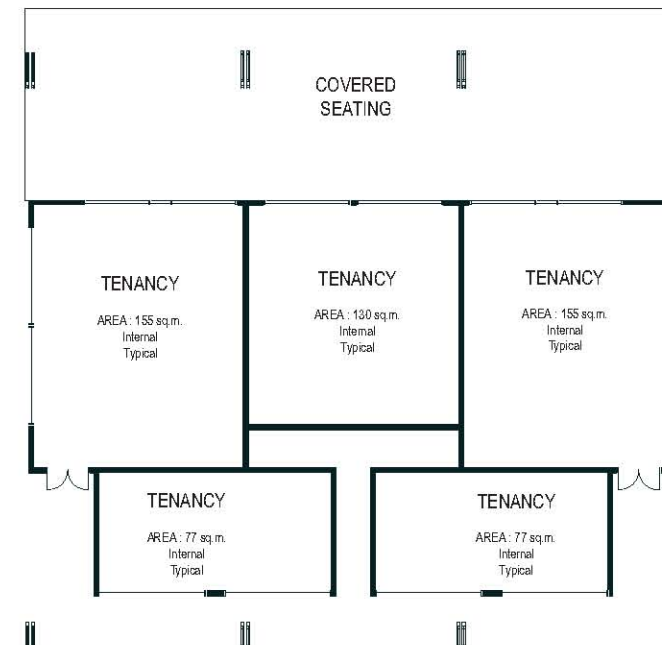
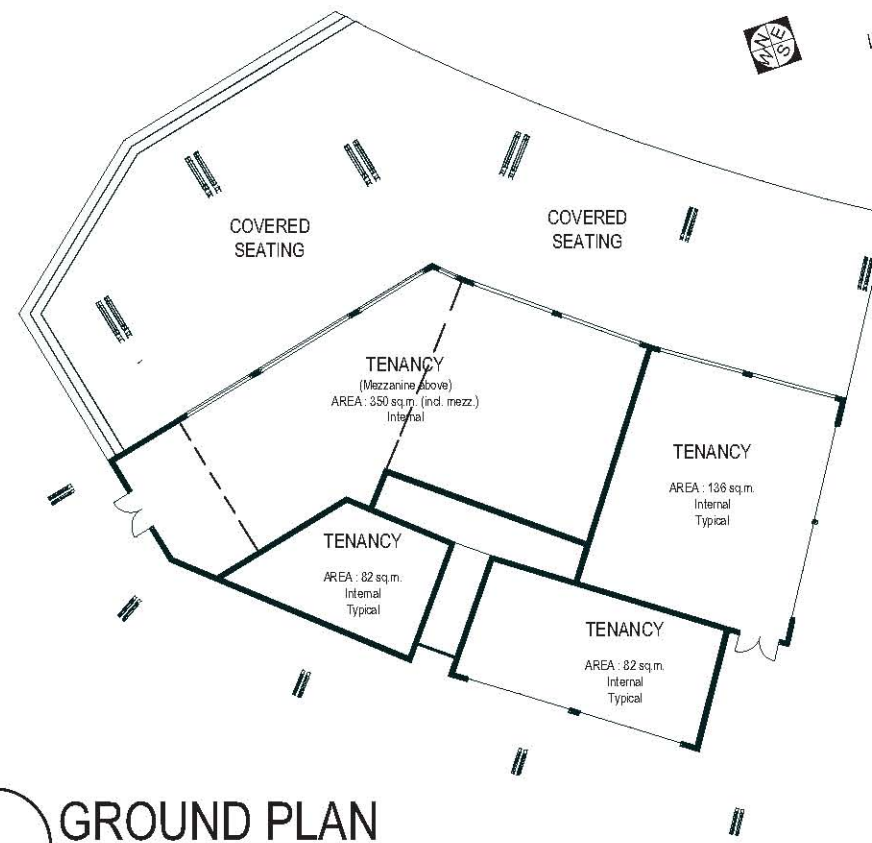
NORTH EAST BUSINESS PARK



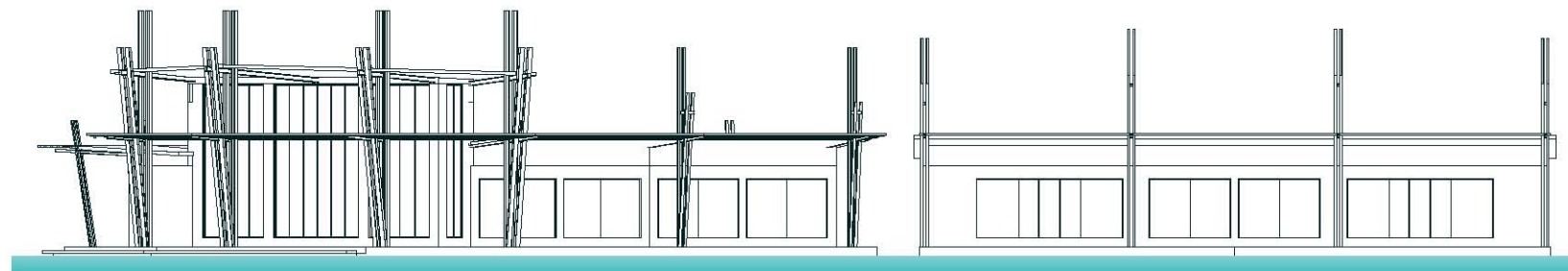
Perspectives



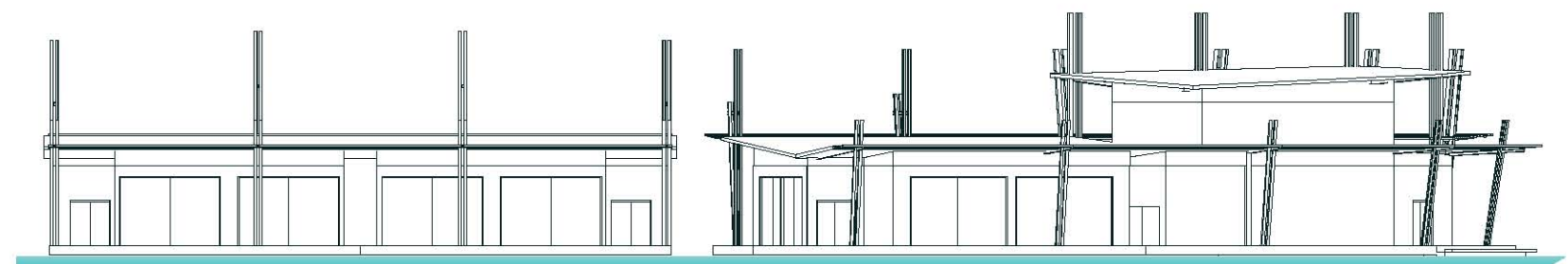
Food & Beverage Perspective



1 GROUND PLAN



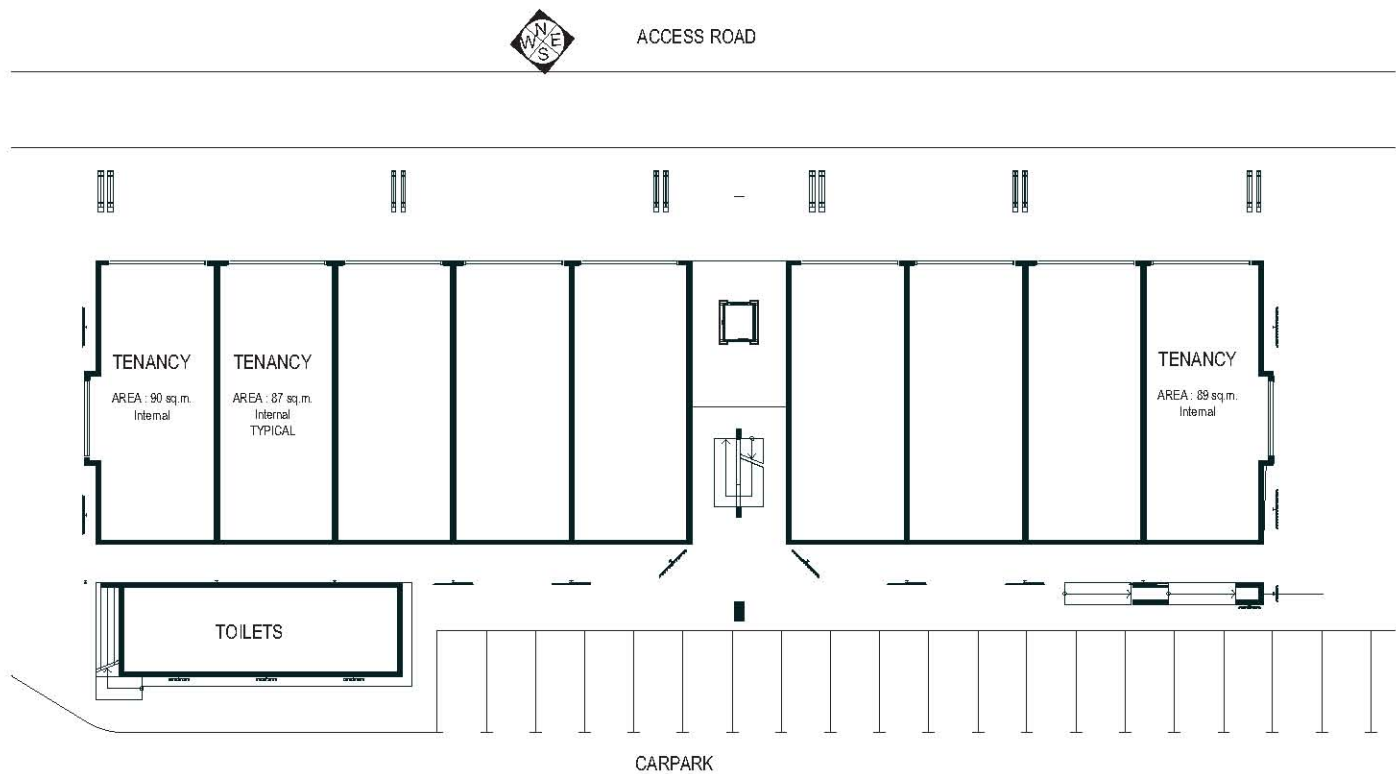
2 EAST ELEVATION



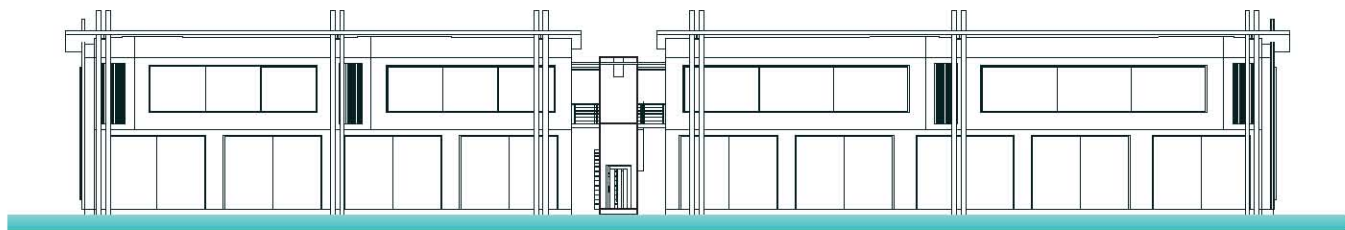
3 WEST ELEVATION

*NOT TO SCALE

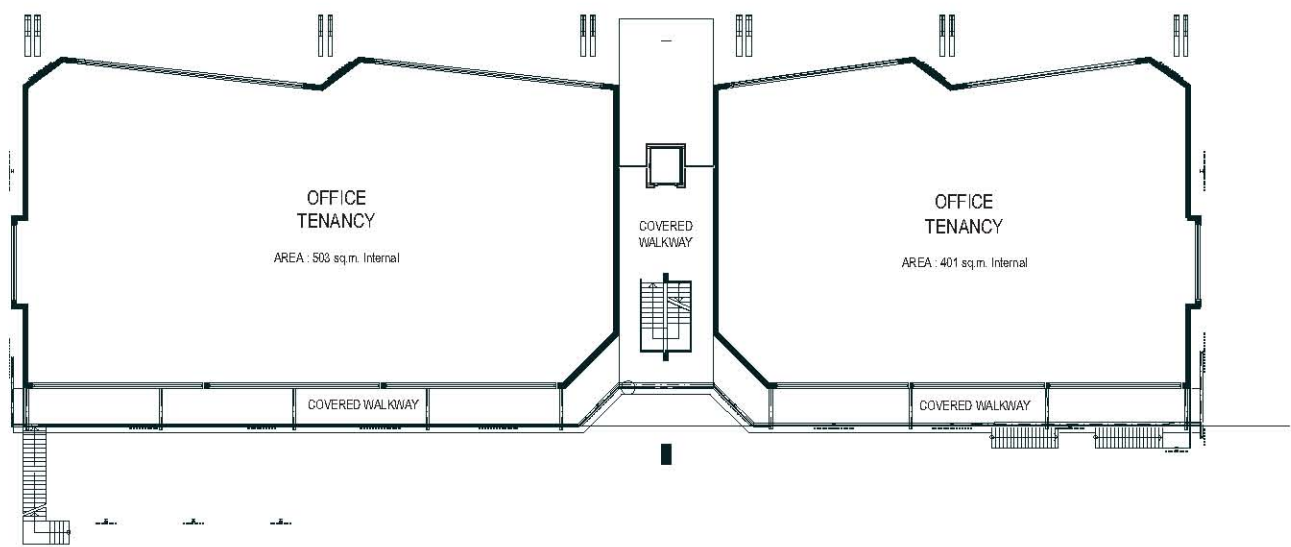
Typical Floor Plans & Elevations, Building Type B



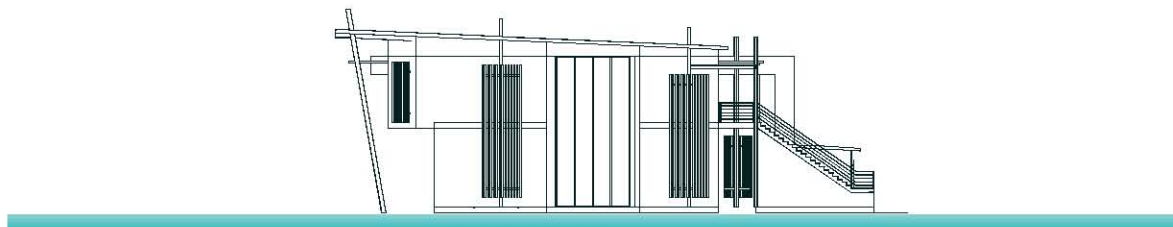
1 GROUND PLAN



3 NORTH ELEVATION



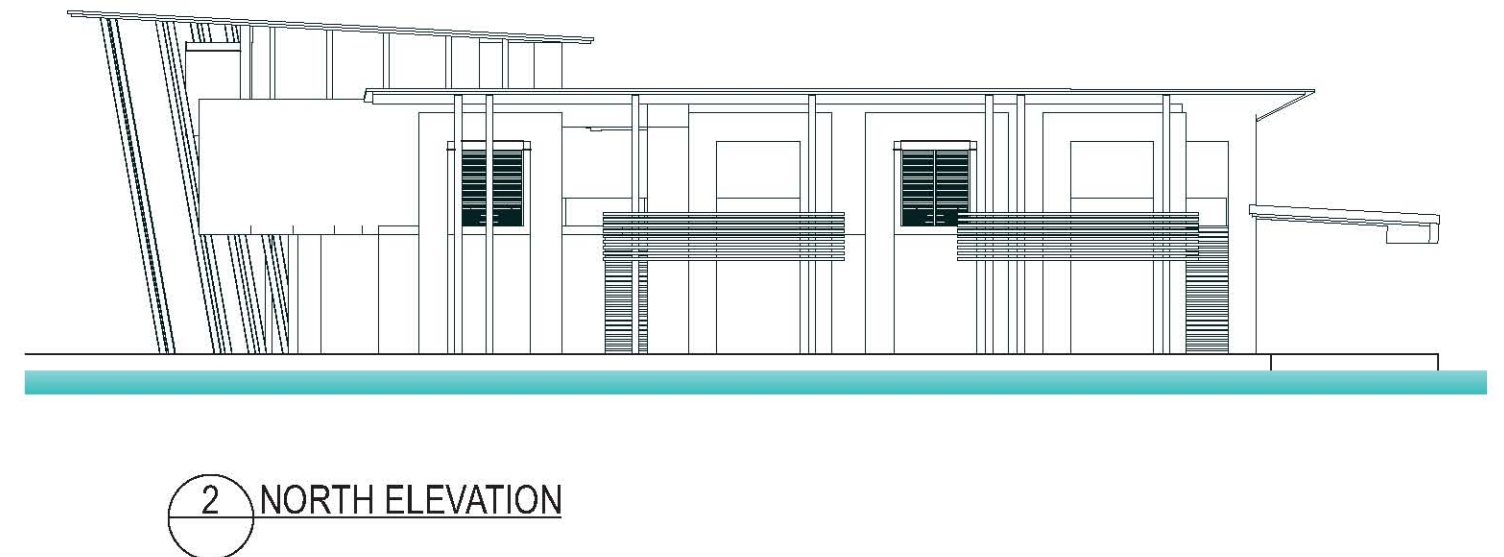
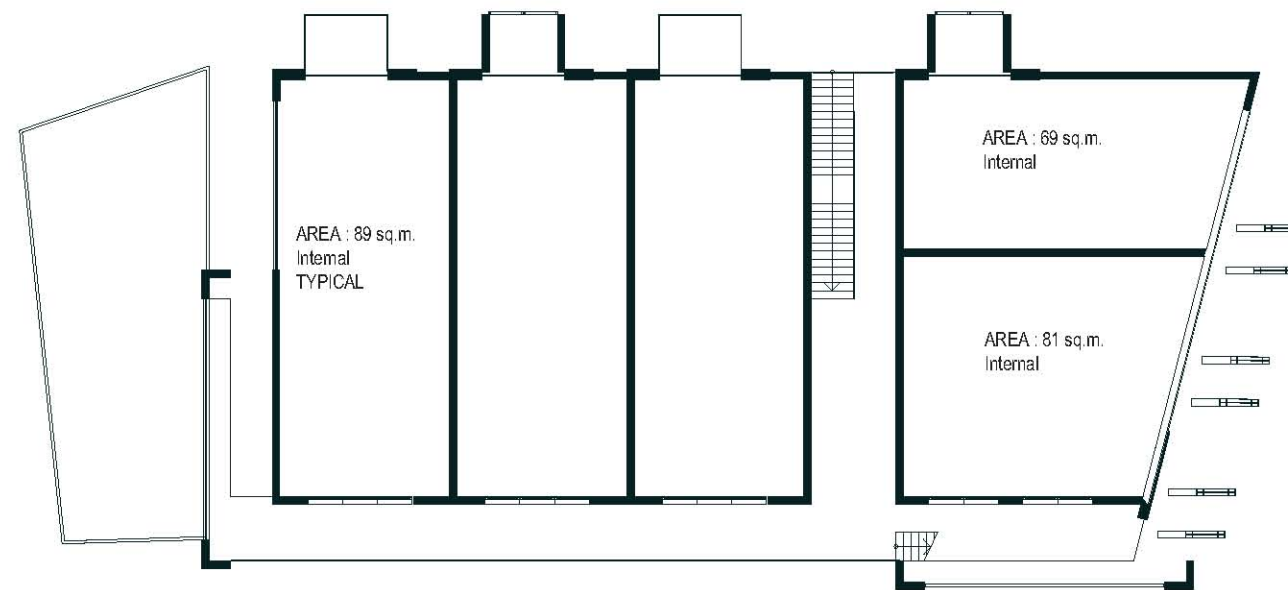
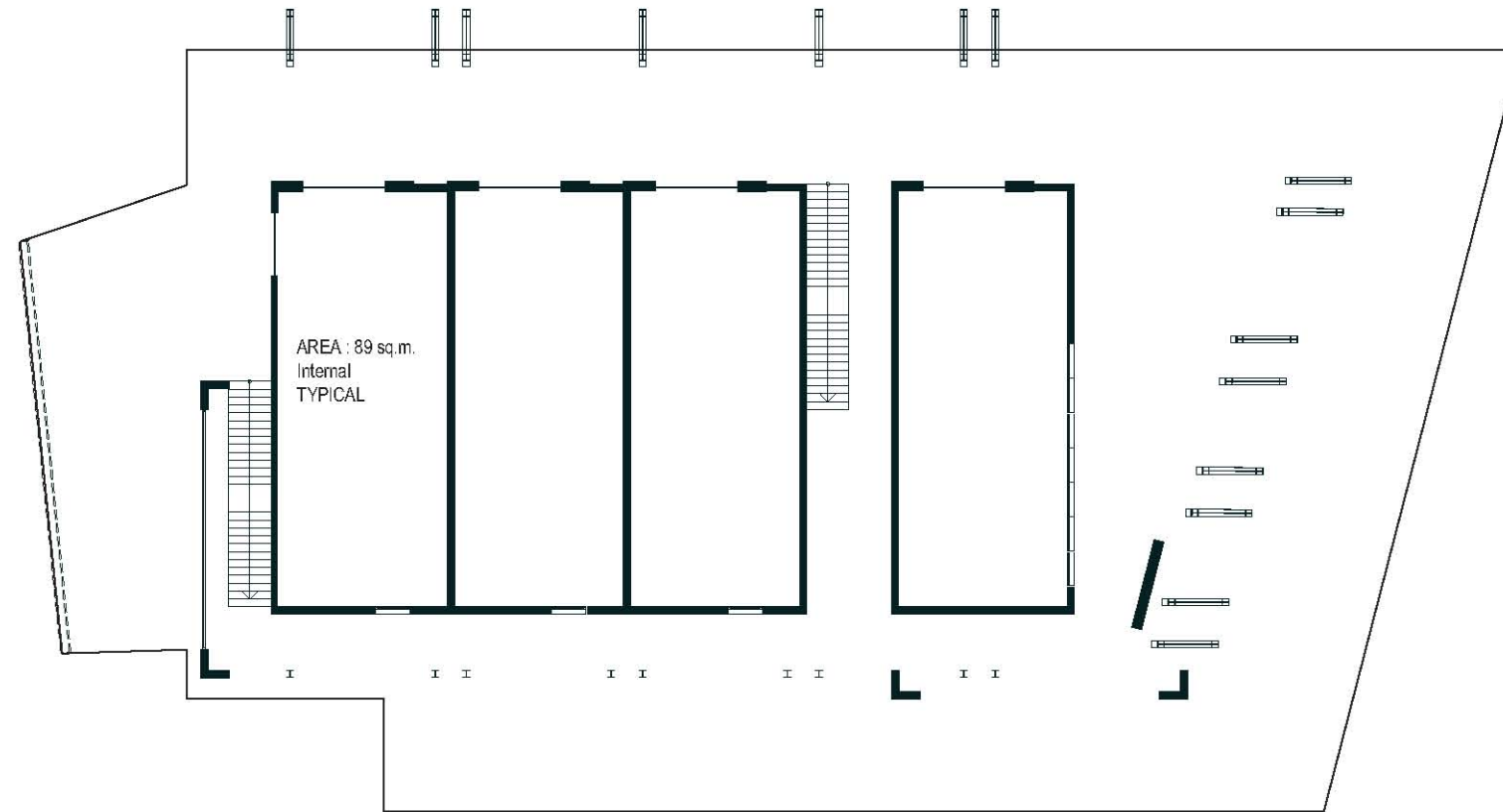
2 LEVEL 01



4 WEST ELEVATION

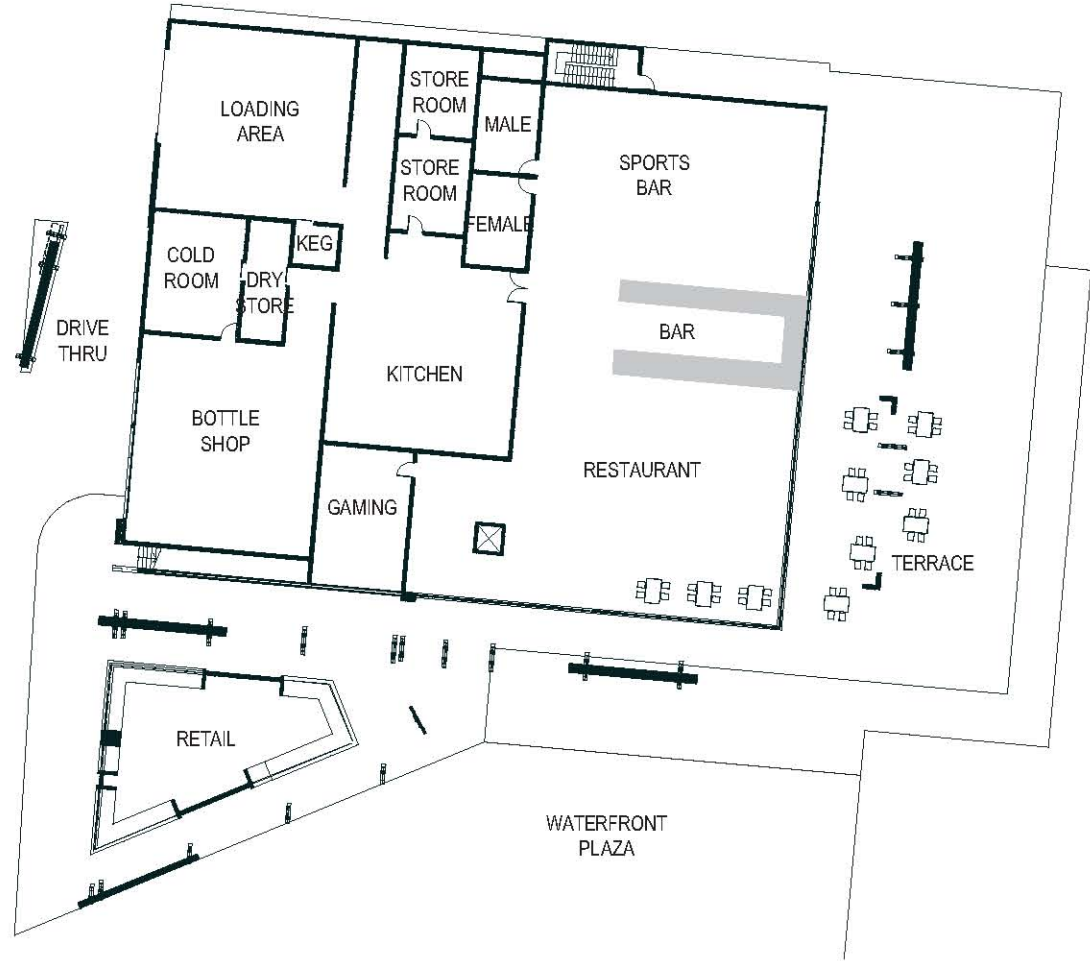
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Typical Floor Plans & Elevations, Building Type A

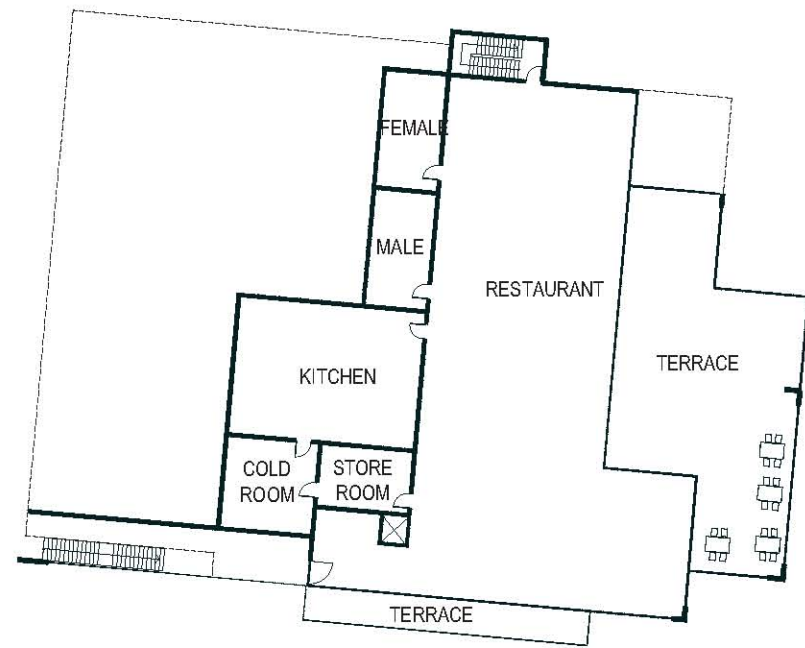


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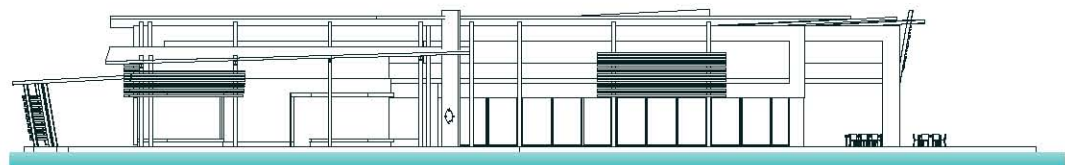
Landmark Building - Ground & First Floor



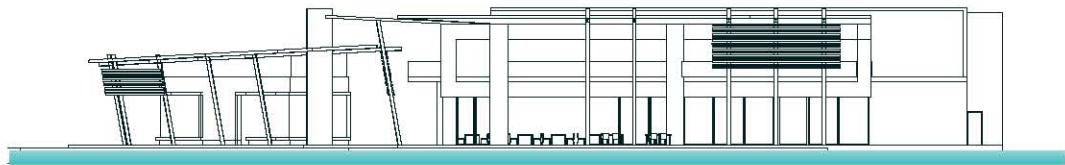
1 GROUND FLOOR



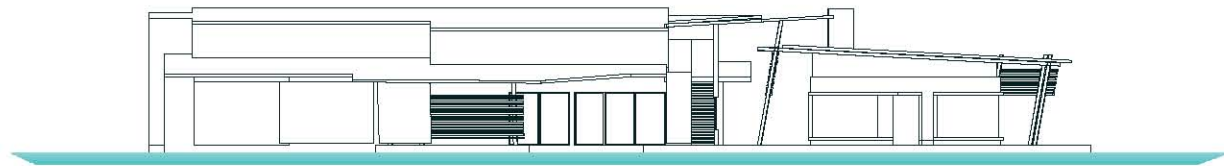
2 LEVEL 01



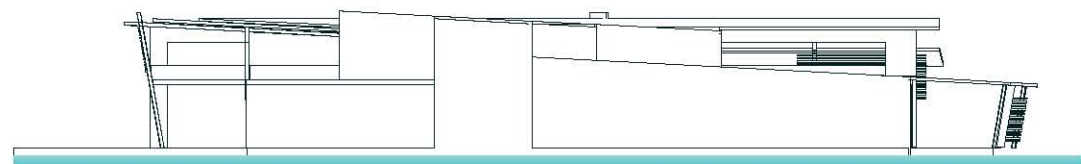
3 SOUTH ELEVATION



4 EAST ELEVATION



5 WEST ELEVATION



6 NORTH ELEVATION

*NOT TO SCALE

Tavern Building Floor Plans & Elevations

North East Business Park

MARINA RESIDENTIAL



Waterfront Villas

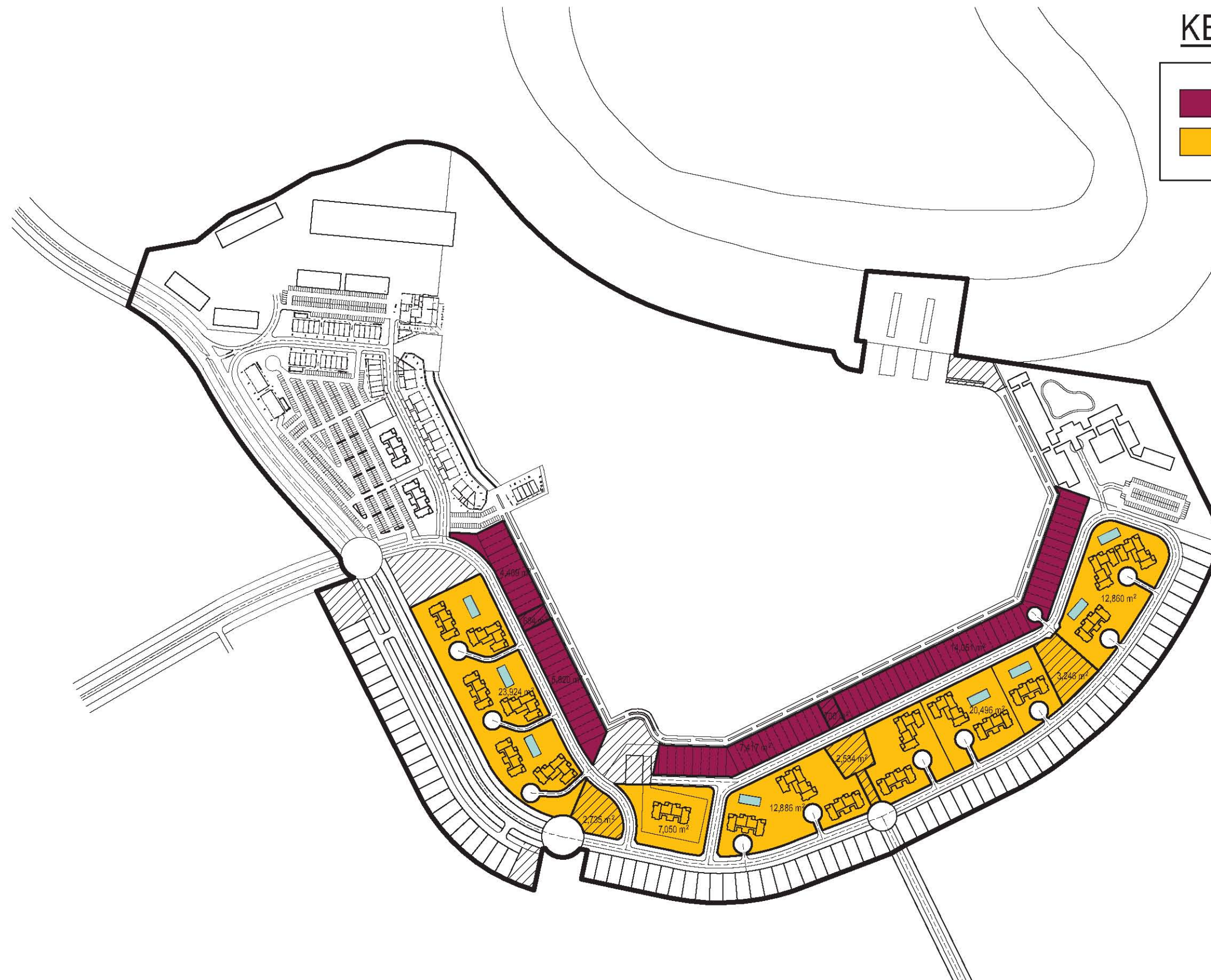
The waterfront villas are premium residential investments that provide a lifestyle that is highly sought after and becoming harder to find. Although there are 82 villas, they all have predominately northern and eastern vistas across an expansive marina basin that cannot be affected by development.

The villas are elevated well above and overlook a richly landscaped public promenade and waterfront boardwalk. This is achieved so that they have direct access to it and yet retain maximum privacy. With 3 bedrooms, media room, 2 cars and golf buggy garage, these richly contemporary dwellings have individuality within a distinctive architectural language. With the master bed on the upper floor and all the principal living areas on the ground, they feature character rich panoramas through the rigging.

Marina apartments

Planned in a dress - circle parkland behind the waterfront villas, a variety of midrise apartments are carefully arranged to maximise panoramic views and climate orientation. They are arranged in a combination of single and dual building addresses and vary in height between six, eight, ten and twelve storeys. The unit designs include two bedrooms for the internally located units and three bedrooms to the units at each end of the building. The top levels are generally stepped back and accommodate two level penthouses.

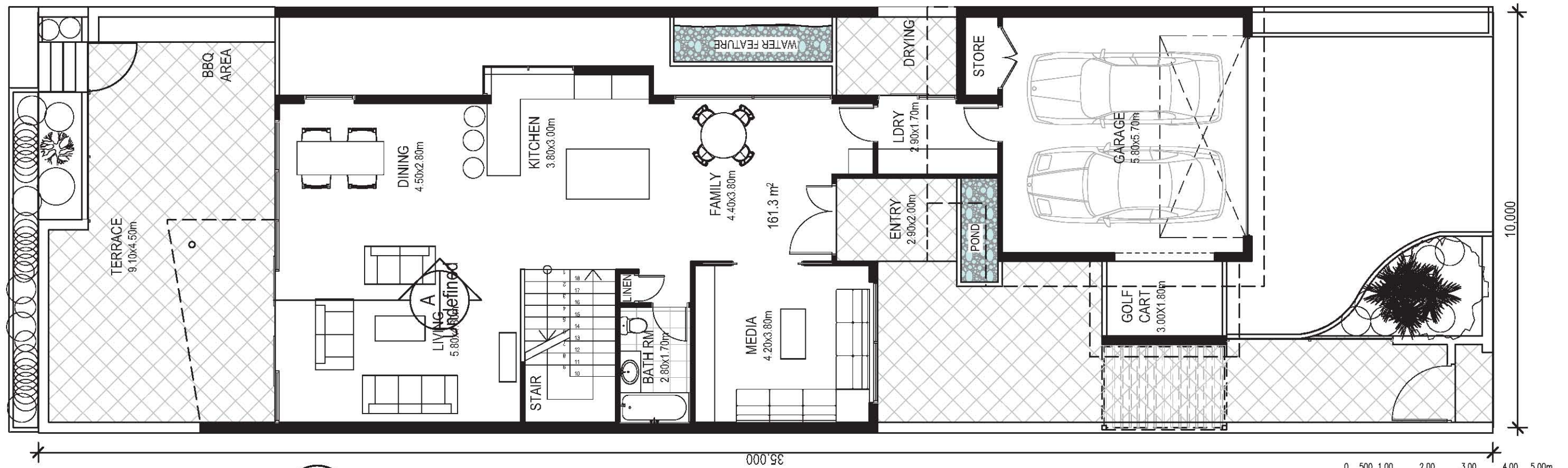
The architecture is intentionally contemporary and yet of a classic and timeless form with an emphasis on creating a horizontal aesthetic rather than emphasise the vertical. The balconies and horizontal blades help generate this strong architectural delineation as well as provide essential window shading.



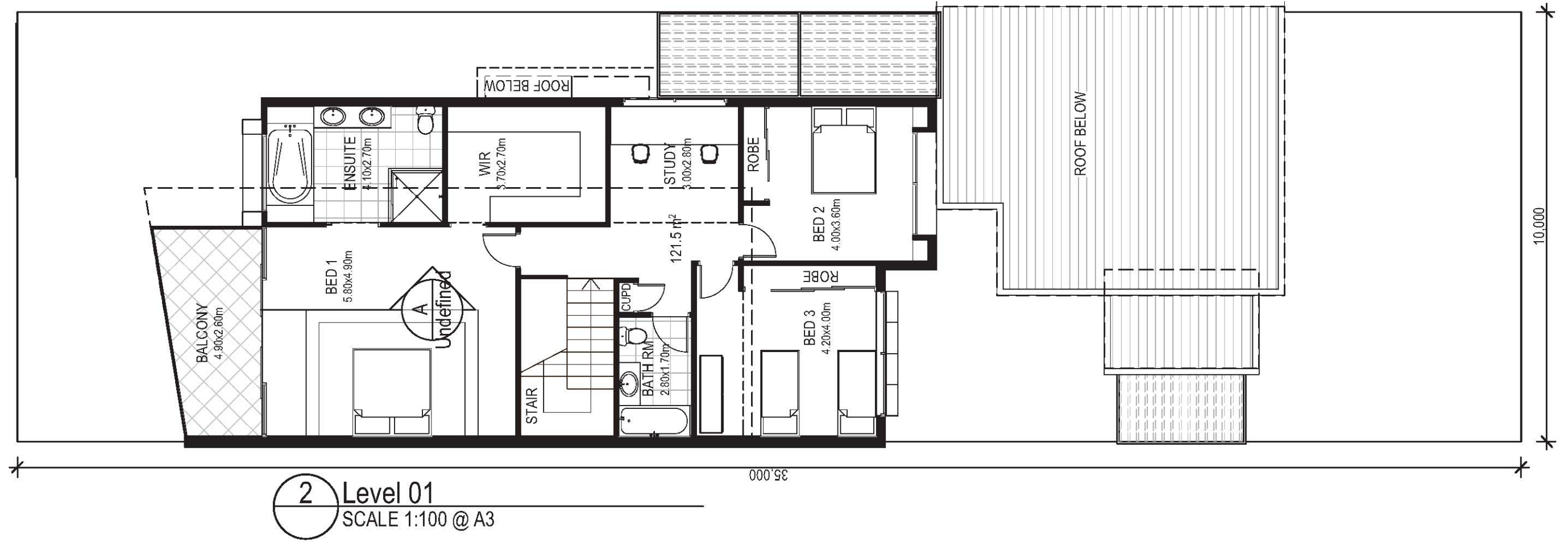
KEY

 MARINA VILLAS	=	33,141m ²
 MARINA APARTMENTS	=	90,400m ²

Marina Residential



Scale 1:100 @ A3



Floor Plans



Waterfront Villas - Street View



Waterfront Villas - Boardwalk View



Marina Apartments - Perspectives



1:200 @ A3



Marina Apartments - Floor Plan

APPENDIX E LEGISLATIVE DEFINITIONS

The following terms used in this report are defined by legislation.

Table E-1 Legislative Definitions			
Term	Legislation	Abbrev.	Where found
Assessment Manager	<i>Integrated Planning Act 1997</i>	IPA	S.3.1.7
Concurrence Agency	<i>Integrated Planning Act 1997</i>	IPA	Schedule 10 Dictionary
Coordinator-General's report	<i>State Development and Public Works Organisation Act 1971</i>	SDPWOA	s24
Development	<i>Integrated Planning Act 1997</i>	IPA	S1.3.2
EIS	<i>State Development and Public Works Organisation Act 1971</i>	SDPWOA	Schedule Dictionary
Extractive Industries	<i>Environmental Protection Regulation 1997</i>	EPR	Schedule 1
Material Change of Use	<i>Integrated Planning Act 1997</i>	IPA	S1.3.5
Operational Works	<i>Integrated Planning Act 1997</i>	IPA	S1.3.5
Premises	<i>Integrated Planning Act 1997</i>	IPA	Schedule 10 Dictionary
Prescribed Tidal works	<i>Coastal Protection and Management Regulation 2003</i>	CPMR	S14 and S15
Proponent	<i>State Development and Public Works Organisation Act 1971</i>	SDPWOA	s24
Relevant Local Government	<i>State Development and Public Works Organisation Act 1971</i>	SDPWOA	s24
Significant Project	<i>State Development and Public Works Organisation Act 1971</i>	SDPWOA	s24
Tidal area	<i>Integrated Planning Act 1997</i>	IPA	Schedule 10 Dictionary
Tidal land	<i>Marine Parks Act 1982</i>	MPA	S9
Tidal water	<i>Coastal Protection and Management Act 1995</i>	CPMA	Schedule Dictionary
Tidal waters	<i>Marine Parks Act 1982</i>	MPA	S9
Tidal works	<i>Coastal Protection and Management Act 1995</i>	CPMA	Schedule Dictionary
Urban activity	South East Queensland Regional Plan Amendment 1	SEQRP	Regulatory Provisions Schedule 2 Dictionary
Watercourse	<i>Integrated Planning Act 1997</i>	IPA	Schedule 10 Dictionary
Watercourse	<i>Water Act 2000</i>	WA	Schedule 4 Dictionary

APPENDIX F APPROVALS LIST AND PROGRAM

F.1 FIRST PHASE – APPROVALS SOUGHT IN PARALLEL WITH THE EIS

Table F-1 First Phase – Approvals Sought In Parallel with the EIS			
Approval Needed	Legislative Trigger	Approval Process	Agency and Role
Business Park Application Area – Changed Application (IDAS Approvals)			
<u>MCU – Preliminary Approval overriding the Planning Scheme</u>			
Development Applications for Preliminary Approval overriding the Planning Scheme, for uses as specified in the NEBP Area Plan for the MIBA Precincts and Open Space Precincts (see list)	IPA and Planning Scheme	SDPWOA and IDAS	Council as Assessment Manager
<u>Operational Works – Preliminary Approval</u>			
Bulk Earthworks	IPA and Planning Scheme	SDPWOA and IDAS	Council as Assessment Manager
<u>IDAS Referral Matters (as at 21 June 2002)</u>			
Contaminated land management under the <i>Environmental Protection Act 1994</i> (preparation of site assessment and Remediation Action Plan)	IPA and EPA	IDAS	EPA as Concurrence Agency
State-controlled roads	IPA and the <i>Transport Infrastructure Act 1994</i>	IDAS	Department of Main Roads as Concurrence Agency
Acid Sulphate Soils Management			Department of Natural Resources and Water as Advice Agency
Marina Application Area – Changed Application (IDAS Approvals)			
<u>MCU – Preliminary Approval overriding the Planning Scheme</u>			
Development Applications for Preliminary Approval overriding the Planning Scheme, for uses as specified in the NEBP Area Plan for the Marina Precincts, Residential Precincts and Open Space Precincts (see list)	IPA and Planning Scheme	SDPWOA and IDAS	Council as Assessment Manager
<u>Environmentally Relevant Activities – Preliminary Approval</u>			
11 – Fuel Storage	IPA and EPA	IDAS	Council as Assessment Manager
19 – Dredging	IPA and EPA	IDAS	Council as Assessment Manager

22 – Screening	IPA and EPA	IDAS	Council as Assessment Manager
69 – Boat Maintaining	IPA and EPA	IDAS	Council as Assessment Manager
73 – Marina	IPA and EPA	IDAS	Council as Assessment Manager
<u>Operational Works – Preliminary Approval</u>			
Bulk Earthworks	IPA and Planning Scheme	SDPWOA and IDAS	Council as Assessment Manager
<u>IDAS Referral Matters (as at 20 October 2004)</u>			
Coastal management under the Coastal Protection and Management Act 1995	IPA and CPMA	IDAS	EPA as Concurrence Agency
State-controlled roads	IPA and the Transport Infrastructure Act 1994	IDAS	Department of Main Roads as Concurrence Agency
Acid Sulphate Soils Management			Department of Natural Resources and Water as Advice Agency

F.2 SECOND PHASE – RESOURCE OWNERS CONSENTS SUBSEQUENT TO COG'S REPORT

Table F-2 Second Phase – Resource Owners Consents Subsequent To CoG's Report				
Approval Needed	Legislative Trigger	Approval Process	Agency and Role	Comment
External works – Dredging of Caboolture River				
Quarry material allocation for d	Coastal Management Area under the <i>Coastal Protection and Management Act 1995</i>	Quarry material application	Environmental Protection Agency	
Resource Allocation Authority	Works in a Fish Habitat Area under the Fisheries Act (for the area of works outside the navigation channel)	Resource allocation request	DPIF	Should the CoG's Report and subsequent actions by DPIF amend the FHA, this will not be required
Resource Entitlement	Works on unallocated State land under the Land Act (for the area of works inside the navigation channel)	Resource allocation request	DNRW	Should the FHA be amended/revoked, then this Resource Entitlement would also need to address the full extent of dredging areas, not just the navigation channel area
Marina Site – Lock and Entrance Channel				
Quarry material allocation	Coastal Management Area under the <i>Coastal Protection and Management Act 1995</i>	Quarry material application	Environmental Protection Agency	
Resource Allocation Authority	Works in a Fish Habitat Area under the Fisheries Act	Resource allocation request	DPIF	Should the CoG's Report and subsequent actions by DPIF amend the FHA, this will not be required
Resource Entitlement	Works on unallocated State land under the Land Act	Resource allocation request	DNRW	This Resource Entitlement is only necessary if the FHA is amended/revoked

F.3 THIRD PHASE –SUBSEQUENT APPROVALS FOR IMPLEMENTATION WORKS

Table F-3 Third Phase – Subsequent Approvals for Implementation Works				
Approval Needed	Legislative Trigger	Approval Process	Agency and Role	Comment
External works – Dredging of Caboolture River (IDAS Applications)				
<u>Operational Works</u>				
Operational Works for "tidal works"	IPA and CPMA	IDAS	Recommend DPIF as AM; Environmental Protection Agency as Concurrence Agency	
<u>Environmentally Relevant Activities</u>				
ERA 19 - Dredging	IPA and EPA	IDAS	Environmental Protection Agency as Concurrence Agency	
External works – Dredging of Caboolture River (Non-IDAS Applications)				
Marine Park Permit	Marine Parks Act and Moreton Bay Marine Park Zoning Plan	Marine Parks Act Permit Application	Environmental Protection Agency	
Site Based Works – Bulk Earthworks (IDAS Applications)				
<u>Operational Works</u>				
Operational Work (excavation)	IPA	IDAS	Council as Assessment Manager	
Operational Works for "tidal works"	IPA and CPMA	IDAS	Environmental Protection Agency as Concurrence Agency	
Operational Works for interfering with water under the <i>Integrated Planning Act</i> under the <i>Water Act 2000</i>	IPA and Water Act	IDAS	DNRW as Concurrence Agency	Prior to commencement of work
Operational Works removing, damaging or destroying Marine Plants	IPA and Fisheries Act	IDAS	Council as Assessment Manager and DPIF as Concurrence Agency	(for the area of Raff Creek where marine plants are found)
Operational Works for in a declared FHA	IPA and Fisheries Act	IDAS	Council as Assessment Manager and DPIF as Concurrence Agency	Relating to works for the
Site Based Works – Marina Basin Excavation, Lock and Entrance Channel (IDAS Applications)				
<u>Operational Works</u>				
Operational Work (excavation)	IPA	IDAS	Council as Assessment Manager	
Operational Works for "tidal works"	IPA and CPMA	IDAS	Environmental Protection Agency as	For the existing tidal creeks in the marina

			Concurrence Agency	basin area, the tidal side of the lock
Operational Works for interfering with water under the <i>Integrated Planning Act</i> under the <i>Water Act 2000</i>	<i>IPA and Water Act</i>	IDAS		For any existing non-tidal creeks in the marina basin area
Operational Works removing, damaging or destroying Marine Plants	<i>IPA and Fisheries Act</i>	IDAS	DPIF as Concurrence Agency	For the areas where marine plants are found
Operational Works for in a declared FHA	<i>IPA and Fisheries Act</i>	IDAS	DPIF as Concurrence Agency	Relating to works in the FHA, should the CoG's Report not amend/revoke the FHA
Operational works for "constructing an artificial waterway"	<i>IPA and CPMA</i>	IDAS	Council as Assessment Manager	
<u>Environmentally Relevant Activities</u>				
ERA 19 – Dredging	<i>IPA and EPA</i>	IDAS	Environmental Protection Agency as Concurrence Agency	(if dredging methods are intended in the construction)
Site Based Works – Bulk Earthworks, Marina Basin Excavation, Lock and Entrance Channel (Non-IDAS Applications)				
Riverine Permit for works within a non-tidal watercourse under the <i>Water Act 2000</i> (for the non-tidal portion of Raff Creek)	<i>Water Act</i>	Riverine Permit	DNRW	Prior to commencement of work
Site Based Works – Open Space Landscape Works and Riparian Rehabilitation (IDAS Applications)				
<u>Operational Works</u>				
Operational Work (excavation)	<i>IPA</i>	IDAS	Council as Assessment Manager	
Operational Works for in a declared FHA	<i>IPA and Fisheries Act</i>	IDAS	DPIF as Concurrence Agency	If the FHA still exists
Operational Works removing, damaging or destroying Marine Plants	<i>IPA and Fisheries Act</i>	IDAS	DPIF as Concurrence Agency	Where works
Site Based Works – Development Construction (IDAS Applications)				
<u>Operational Works</u>				
Undertaking roadworks on a local government road - upgrade to Nolan Drive	<i>IPA and Transport Infrastructure Act</i>	IDAS	Council as Assessment Manager and Department of Main Roads as Concurrence Agency	

F.4 FOURTH PHASE – DEVELOPMENT STAGES

Table F-4 Fourth Phase – Development Stages				
Approval Needed	Legislative Trigger	Approval Process	Agency and Role	Comment
MIBA Precincts Area (IDAS Applications)				
<u>MCU</u>				
Development Application(s) for Development Permit as required by the NEBP Area Plan	IPA and NEBP Area Plan (as a component of the Planning Scheme)	IDAS	Council as Assessment Manager	IDAS applies as per normal
<u>Reconfiguration of a Lot</u>				
Development Application(s) for Development Permit as required by the NEBP Area Plan	IPA and NEBP Area Plan (as a component of the Planning Scheme)	IDAS	Council as Assessment Manager	IDAS applies as per normal
<u>IDAS Referral Matters (as at 20 October 2004)</u>				
Coastal management under the Coastal Protection and Management Act 1995	IPA and CPMA	IDAS	EPA as Concurrence Agency	
State-controlled roads	IPA and the Transport Infrastructure Act 1994	IDAS	Department of Main Roads as Concurrence Agency	
Acid Sulphate Soils Management	SPP2/02: Planning and Managing Development Involving Acid Sulfate Soils	IDAS	Department of Natural Resources and Water as Advice Agency	
Clearing remnant vegetation (as shown on the Regional Ecosystem Mapping, if applicable)	IPA and VMA	IDAS	Department of Natural Resources and Water as Concurrence Agency	
Any other referral applicable under IPA at the time of application	IPA	IDAS	As per IPA	

APPENDIX G STATUTORY SITE DESIGNATIONS

Table G-1 Statutory Designations Across the NEBP Project Area								
Statutory	Lot/Area							
Instrument	L2	L7	L10	L12	L15	L17	L24	River
<i>South East Queensland Regional Plan</i>								
<i>Regional Land Use Category</i>	Urban Footprint	Regional Landscape and Rural Production Area	Urban Footprint (part) Regional Landscape and Rural Production Area (part)	Urban Footprint	Urban Footprint	Urban Footprint	Regional Landscape and Rural Production Area	
<i>Caboolture Shire Council – Strategic Plan 1993</i>								
<i>Strategic Plan Designation</i>								Not applicable
<i>Caboolture Shire Council –Town Planning Scheme 1988</i>								
<i>Zoning</i>	Rural Zone	Rural Zone	Rural Zone	Rural Zone	Rural Zone	Rural Zone	Rural Zone	
<i>Caboolture Shire Council - Planning Scheme 2005</i>								
<i>Zoning</i>	District Industry Zone	Rural Zone	District Industry Zone (part) Rural Zone (part)	Rural Residential Zone - Restricted Precinct	District Industry Zone	Rural Residential Zone - Restricted Precinct	Rural Zone	Local Government tidal area, zoning not applicable
<i>Acid Sulphate Soils Overlay</i>	Partially affected	Affected	Partially affected	Affected	Affected		Affected	Not applicable
<i>Bushfire</i>	Affected: Medium Hazard	Affected: Medium Hazard	Affected: Medium Hazard	Affected: Medium Hazard	Affected: Medium Hazard	Affected: Medium Hazard	Affected: Medium Hazard	Not applicable
<i>Catchment Protection</i>	Minor Waterway; Wetland	Minor Waterway	Minor Waterway; Major Waterway; Wetland]	Minor Waterway	Not affected	Not affected	Minor Waterway; Major Waterway; Wetland	Not affected (Major Waterway)
<i>Nature Conservation Overlay</i>	Vegetation areas: State significance	Vegetation areas: State significance	Wetlands: State and regional significance; Riparian Buffer; River: Ecological Corridor	Not affected	Not affected	Not affected	Wetlands & Vegetation: State significance; Riparian Buffer; River: Ecological Corridor	River: Ecological Corridor
<i>Scenic Amenity Areas</i>	Not affected	Scenic Amenity Area	Scenic Amenity Area (Rural Zone); Not affected	Not affected	Not affected	Not affected	Scenic Amenity Area	Not applicable

Table G-1
Statutory Designations Across the NEBP Project Area

Statutory Instrument	Lot/Area							
	L2	L7	L10	L12	L15	L17	L24	River
			(District Industry Zone)					
<i>Transport Infrastructure: Roads</i>	Bruce Highway: Highway; Nolan Drive: District Collector	Farry: Local Collector	Nolan Drive: District Collector; Buckley Road: local access	Trafalgar Drive: Local Access	Nolan Drive: District Collector	Bruce Highway: Highway	Farry: Local Collector Future arterial	Not applicable
IDAS Referral Triggers								
<i>Deception Bay Fish Habitat Area (Type A)</i>	Not affected	Not affected	Adjoins along Caboolture River	Not affected	Not affected	Not affected	Adjoins along Caboolture River	Included
<i>Contaminated Land Management</i>	Not affected	Not affected	Listed on EMR for previously notifiable activities	Not affected	Not affected	Not affected	Not affected	
<i>Coastal Management District</i>	Possibly affected, depending upon tidal reach	Possibly affected, depending upon tidal reach	Extensive area included	Possibly affected, depending upon tidal reach	Not affected	Not affected	Extensive area included	Included
<i>Vegetation Management (Regional Ecosystem Map)</i>	Dominant Remnant and Remnant Not of Concern	Not affected	Dominant Remnant and Remnant Not of Concern	Not affected	Not affected	Not affected	Not affected	Not applicable
<i>Navigation Channel</i>	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Included
<i>State-controlled Roads</i>	Adjoins Bruce Highway	Not affected	Not affected	Adjoins Bruce Highway	Adjoins Bruce Highway	Adjoins Bruce Highway	Not affected	Not applicable
Non-IDAS Matters								
<i>Moreton Bay Marine Park</i>	Not affected	Not affected	Not affected	Not affected	Not affected	Not affected	Extends to eastern extremity of site	Extends to eastern extremity of site
<i>RAMSAR</i>	Not affected	Not affected	Not affected	Not affected	Not affected	Not affected	Adjoins land to the east	Included

APPENDIX H TIMELINES

Table H-1 Timeline of NEBP Related Actions							
Date	Business Park	Marina	Scheme	SEQRP	IPA	SDPWOA	EPBCA
12/03/1988			Town Planning Scheme 1988 gazetted				
17/12/1993			Strategic Plan 1993 gazetted				
30/03/1998					IPA Commenced		
25/05/2001					IPA Reprint No. 4E effective		
18/06/2002	Development Application submitted to CSC across Lot 2 and Lot 10						
4/07/2002	Caboolture Shire Council issued an Acknowledgement Notice						
4/07/2002	Caboolture Shire Council reissued an Acknowledgement Notice, received 22 July 2002						
23/07/2002	Referrals undertaken (MRD, EPA, Referral Coordination)						
16/08/2002	DLGP issued the Information Request (Referral Coordination, RCU875)						
1/10/2004	Information Request response issued						
17/10/2004					IPA Reprint No. 5G effective		
21/10/2004		Development Application submitted to CSC across Lots 7 and					

Table H-1
Timeline of NEBP Related Actions

Date	Business Park	Marina	Scheme	SEQRP	IPA	SDPWOA	EPBCA
		24					
27/10/2004				SEQ Regional Plan Draft published, draft regulatory provisions therein apply			
27/10/2004				SEQ Regional Plan Draft public display commenced			
8/11/2004		Caboorture Shire Council Acknowledgement notice received					
1/12/2004		Referrals undertaken (MRD, EPA, Referral Coordination)					
21/01/2005		DLGP issued the Information Request (Referral Coordination, RCU 1666)					
25/02/2005				SEQ Regional Plan draft regulatory provisions referred to in the gazette notice dated 25 February 2005 now apply			
28/02/2005				SEQ Regional Plan Draft public display ended			
1/03/2005			Draft Planning Scheme public notification began				

Table H-1
Timeline of NEBP Related Actions

Date	Business Park	Marina	Scheme	SEQRP	IPA	SDPWOA	EPBCA
30/06/2005				SEQ Regional Plan Draft commenced, regulatory provisions therein apply from this date			
22/11/2005			Planning Scheme adopted (Shire Plan 2005)				
16/12/2005		DLGPSR extended Info Request Response period to 21 January 2007					
2/03/2006				SEQ Regional Plan draft regulatory provisions contained in Draft Amendment 1 to the South East Queensland Regional Plan apply			
12/05/2006						IAS submitted to Coordinator General	
12/06/2006							Referral of the combined proposals to the Commonwealth Government
21/06/2006						NEBP declared to be a significant project	
12/07/2006							Commonwealth Government determination

Table H-1
Timeline of NEBP Related Actions

Date	Business Park	Marina	Scheme	SEQRP	IPA	SDPWOA	EPBCA
							that NEBP is a "controlled action"
14/10/2006						EIS Draft ToR public notification began	
14/10/2006						EIS Draft ToR public notification finished	
31/10/2006				Amendment 1 commences, regulatory provisions therein apply			
12/12/2006			Planning Scheme commenced (Shire Plan 2005)				
8/01/2007						EIS Final Terms of Reference issued	
22/01/2007	Applicant extended Council's decision making period to 24 January 2008						
22/01/2007		Applicant requested extension of Info Request Response period to 31 January 2008					
24/04/2007		DLGPSR extended Info Request Response period to 31 January 2008					
1/07/2007					IPA Reprint No. 8E effective		

APPENDIX I DEVELOPMENT APPLICATIONS

I.1 BUSINESS PARK APPLICATION

I.1.1 Application as Submitted

Attached are the following

- Application material
 - o Cover letter
 - o IDAS Application Forms and
 - o Original Plans
- Acknowledgement Notice
- Proposal Plans (post Information Request)

I.1.2 Application Change

I.1.2.1 Summary of Changes Requested

Table I-1 Business Park Development Application		
Application	As Originally Submitted	As Changed
Extent	Lot 2 and Lot 10	Lot 2, Lot 15, Lot 12, Lot 17, part Lot 10
Submission Date	18/06/2002	26/11/2007
Caboolture Shire Council Ref:	MCU-2002-1079	MCU-2002-1079
Application Type	Preliminary Approval overriding the Planning Scheme (s3.1.6)	Preliminary Approval overriding the Planning Scheme (s3.1.6)
Components Sought		
MCU – Uses	Mix of uses (refer to Schedule below)	Mix of uses (refer to Schedule below)
MCU – ERA	Not Sought	Not Sought
ROL	Not Sought	Not Sought
Operational Work	Not Sought	Not Sought
Building Work	General Building Work (Preliminary Approval)	General Building Work (Preliminary Approval)
Referral Agencies	Department of Main Roads – development impacting on State-controlled roads (Concurrence Agency) Environmental Protection Agency – Contamination (Concurrence Agency)	As per s37 of the SDPWOA, no referral agencies

Table I-2 Schedule of Uses in the Business Park Development Application			
As Submitted		As Changed	
Definitions as per the 1998 Town Planning Scheme		Definitions as per the Planning Scheme 2005	
Accommodation Building	Medical Practitioner's clinic	Accommodation Building	Park
Bulk Store	Medium Industry	Car Parking Facility	Public Utility
Caretaker's residence	Motel	Car Wash	Recycling Yard
Child Care Centre	Motor Showroom	Caretaker's Residence	Restaurant
Commercial Industry	Professional office	Child Care Centre	Retail Showroom
Commercial premises where having an area of less than 1,000m ²	Restaurant	Educational Establishment	Retirement Village
Garden Supply Centre	Retail Showroom	Entertainment and Recreation (Outdoors)	Sales or Hire Yard
General Store	Shop (less than 1000m ²)	Estate Sales Office	Service Industry
Light Industry	Take Away Food Premises	Fuel Depot	Service Station
	Warehouse	Hotel	Shop
		Landscape Supply Centre	Storage Facility
		Landscape Supply Production	Take Away Food Outlet
		Market	Telecommunication Facility
		Medical Centre	Transport Depot
		Motor Vehicle Repair Station	Vehicle Sales and Service
		Office	Veterinary Establishment
			Warehouse

I.1.2.1 Business Park Application Proposal Plans and Documents

A copy of the letter to Caboolture Shire Council setting out the changes to the application follows.

Supporting documents for the Business Park application (as changed) comprise the EIS documentation. Particular reference is made to

- PMM Drawing 20430-39 Business Park Application: Proposed Extents
- PMM Drawing 20430-10 Rev G NEBP Structure Plan
- The Northeast Business Park Area Plan



Our Ref: **4057 CAB**
Your Ref:
Date: **18 June 2002**
Attn: **Mr Leo Jensen**

Manager Planning and Strategy
PO Box 159
CABOOLTURE QLD 4510

Dear Sir

**RE: APPLICATION FOR PRELIMINARY APPROVAL FOR AN INDUSTRIAL ESTATE
LOT 2 ON RP 902075 AND LOT 10 ON RP 902079**

We write on behalf of our Client, Lensworth Caboolture Waters Pty Ltd, in lodging this application for **Preliminary Approval for Material Change of Use** for a number of uses listed below and generally described as an industrial estate. The details of the subject properties are:

Street Address	Nolan Road		
Suburb	Morayfield		
Real Property Description	Lot 2 on RP902075 Lot 10 on RP902079		
Site Area	Lot 2 on RP902075 Lot 10 on RP902079	28.83 ha 515.244 ha	
Zoning	Rural		
Name of Owner	Caboolture Waters Pty Ltd		
Location	The parcels of land incorporated in this application are situated to the east of the Bruce Highway and south of the Caboolture River adjacent to the Buchanans Road Intersection. Both sites obtain direct access from Nolan Drive.		

This application is a 'properly made application' in accordance with *Section 3.2.1* of the *Integrated Planning Act 1997* (IPA) as we enclose:

1. The application form duly completed with an accurate description of the land (IDAS Application Forms Parts A, D and Referral Agency check list;
2. The written consent of the owner of the land;

4057 cab 2205 app form

DIRECTORS JIM MCKNOULTY (s, GRAHAM DUNLOP B.Surv. MRAP, JEFFREY EVANS B.App.Sc(Surv).MRAP)
CONSULTANTS GEOFF VEAL, STEPHEN HUGHES (s

E-mail : pmm@pmm.com.au Web Page: www.pmm.com.au

PIKE MIRLS MCKNOULTY PTY LTD A.C.N. 010 370 448 ► PO BOX 3797 SOUTH BRISBANE BC 4101 21 BUCHANAN STREET WEST END ► **TEL 07 3846 3344** FAX 07 3846 7844
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Page 2

4057-CAB

3. Town Planning Report with attachments; and
4. The fee in accordance with the 2001-2002 Development Application assessment fee schedule of **\$ 12,425.00**, calculated as follows:

Preliminary approval @ 50% of the total applicable fees –

Base fee (Special Facilities)	\$ 2,000.00
Plus	
1. General Industry (being the greatest fee)	\$ 2,850.00

Plus 50% of the following:

2. Accommodation Building	\$1,425.00 (@ 50% of \$2,850.00)
3. Bulk Store	\$ 775.00 (@ 50% of \$1,550.00)
4. Caretaker's Residence	\$ 775.00 (@ 50% of \$1,550.00)
5. Car Repair Station	\$1,075.00 (@ 50% of \$2,150.00)
6. Child Care Centre	\$1,225.00 (@ 50% of \$2,450.00)
7. Commercial Industry	\$1,075.00 (@ 50% of \$2,150.00)
8. Commercial Premises (less than 1000 m ²)	\$ 625.00 (@ 50% of \$1,250.00)
9. Garden Supply Centre	\$1,075.00 (@ 50% of \$2,150.00)
10. General Store	\$ 925.00 (@ 50% of \$1,850.00)
11. Light Industry	\$1,075.00 (@ 50% of \$2,150.00)
12. Medical Practitioner's clinic	\$ 925.00 (@ 50% of \$1,850.00)
13. Medium Industry	\$1,425.00 (@ 50% of \$2,850.00)
14. Motel	\$1,425.00 (@ 50% of \$2,850.00)
15. Motor Showroom	\$ 925.00 (@ 50% of \$1,850.00)
16. Professional Office	\$ 775.00 (@ 50% of \$1,550.00)
17. Restaurant	\$1,075.00 (@ 50% of \$2,150.00)
18. Retail Showroom	\$ 925.00 (@ 50% of \$1,850.00)
19. Shop (less than 1000m ²)	\$ 625.00 (@ 50% of \$1,250.00)
20. Take Away Food Premises	\$ 925.00 (@ 50% of \$1,850.00)
21. Warehouse	\$ 925.00 (@ 50% of \$1,850.00)

TOTAL	\$ 24,850.00
--------------	---------------------

In accordance with the formula the application fee is calculated as 50% of \$ 24,850.00, which is **\$ 12,425.00**.

4057 cab 2205 app form



Page 3

4057-CAB

We trust this information is sufficient for your purposes, however should you require any further details or clarification, please do not hesitate to contact the writer on 3846 3344.

Yours faithfully

PIKE MIRLS McKNOULTY PTY LTD

7 JENNIFER HUTCHEON
Town Planner

cc Peter Gust - Lensworth

4057 cab 2205 app form

Form 1 Development Application

idas INTEGRATED DEVELOPMENT
ASSESSMENT SYSTEM

PART

A

Common details
for all applications

The completion of all questions on Part A is mandatory for all applications. For further information refer to the guide for completing the application form available from the assessment manager or on the IPA website at www.ipa.qld.gov.au

1. Description of land

The description must identify all land subject of the application including land/easements over which access is to be obtained.

The lot & plan details (eg. SP / RP) are shown on title documents or a rates notice.

If the plan is not registered by title, provide previous lot and plan details.

Street address (Include no., street, suburb / locality & postcode)

Nolan Road
MORAYFIELD QLD

Postcode 4506

Lot & plan details (Attach list if necessary)

Lot 2 on RP902075

Lot 10 on RP902079

Shop / tenancy no. (If applicable)

N/A

Storey / level (If applicable)

N/A

Total area of land (m² / ha)

544.07 ha

In which local government area is the land situated?

Caboolture Shire Council

2. Proposal

Provide details of the proposal (eg. new house / apartment building etc, demolition / removal of a house, extension to existing shop, new carport etc).

Details of the existing use of the land (Attach proposal report if necessary)

Lot 2 - Vacant, Lot 10 - Residential Dwelling and Outbuildings

Details of the proposal (Attach proposal report if necessary)

See attached report

3. Other parts of the form completed

Complete all other parts of the form applicable to your application.

What other parts of the form are attached (E.g. Part B: if the application involves assessment against the Building Act, Part D — if the application involves assessment against the planning scheme for material change of use, Part F — if the application involves reconfiguring a lot)

Part D and Referrals Checklist

4. Applicant details

Clearly identify who is making the application. The applicant need not be the owner of the land.

In signing and lodging this application, the applicant is responsible for ensuring the information provided is true. The assessment manager, any referral agency and the Chief Executive (where applicable) will rely on this information when assessing the application.

If the applicant is a company, a contact person must be shown.

Name

Pike Mirrls McKnoulty Pty Ltd ACN: 010 370 448

Signature

Date

19/6/02

Contact person

Jennifer Hutcheon

Phone no.

3846 3344

Mobile no.

-

Fax no.

3846 7844

Email address

jenniferh@pmm.com.au

Postal address

PO Box 3797

SOUTH BRISBANE BC QLD

Postcode 4101

All correspondence will be mailed to this address.

5. Consent of land owner/s

Completion of this question is only required if the applicant is not the owner or the person authorised to sign as the owner.

Completion of this section provides the owner's consent to the lodgement of this application. If there are multiple owners, the consent of each owner is required. If the owner is a company refer to Guide 1.

Name (In full) (Attach list if necessary)

See attached

Signature/s (Or if a company, the ACN plus signature/s or company seal & signatures)

Date

Contact details (Optional)

OFFICE USE ONLY (applicable to assessment manager, alternative assessment manager and private certifier)

FEE (\$)	DATE RECEIVED	RECEIVING OFFICER'S NAME/S	REFERENCE NUMBER/S
----------	---------------	----------------------------	--------------------

Notification of Engagement of Private Certifier (Optional format for private certifiers)

To _____ Council, I have been engaged as a private certifier for the building work referred to in this application.

Date of engagement: / / Accreditation Number _____

Name: _____ Signature: _____

Form 1 Development Application

idas

INTEGRATED DEVELOPMENT
ASSESSMENT SYSTEMPART
DComplete if this application involves **assessment against the****Planning Scheme**

For material change of use of premises

Completion of all questions on Part D of this form is **mandatory** for all applications for a material change of use of premises including conceptual design for any associated works that require approval under the planning scheme.

Nature of the application

A development permit authorises development to occur, while a preliminary approval is a step in the approval process and does not authorise development to occur.

1. This application is for: *(Tick one or more if applicable)*

- ☒ **Preliminary approval** for a material change of use of premises including conceptual design for any associated works that require approval under the planning scheme *(ie consideration of the proposal concept)*

AND / OR

- ☐ **Development permit** for a material change of use of premises including conceptual design for any associated works that require approval under the planning scheme.

Referral triggers

This application may trigger referral to an IDAS referral agency. These questions help identify whether referral is required. Referral coordination occurs - when an application involves 3 or more concurrence agencies; or under transitional arrangements. Referral coordination is further explained in the Referrals Checklist.

2. Does the application trigger referral to an IDAS referral agency? *(Tick applicable box) (Use the Referrals Checklist to determine any possible referrals for this application).*☐ NO☒ YES *If yes, attach Referrals Checklist*3. Does the application trigger referral coordination? *(Tick applicable box) (Use the Referrals Checklist to determine if this application triggers referral coordination).*☐ NO☒ YES *If yes, attach Referrals Checklist***Details of the land**

For the definition of "gross floor area" refer to the planning scheme against which the application will be assessed.

4. How is the subject land identified in the planning scheme? *(Name the zone, precinct etc.)*

Rural

5. Existing gross floor area *(If applicable)*

N/A

6. Are there any existing easements on the land? *(Tick applicable box)*☒ NO☐ YES Attach plans of the location & purpose**Proposal details**

For the definition of "site cover" refer to the planning scheme against which the application will be assessed.

7. If the application is for preliminary approval for the use of the land, provide conceptual plans and other details / reports in support of the proposal.

8. If the application is for development permit for a material change of use of premises, including conceptual design for any associated works that require approval under the planning scheme, provide the following particulars on this application form, or alternatively clearly indicate on plans or in documents accompanying this application.

Site cover

N/A

Proposed gross floor area

N/A

Number of on-site car parking spaces

N/A

Number of storeys / maximum height above natural ground

N/A

Number of employees

N/A

Hours and days the use will operate

N/A

Plans and documents9. Is the application accompanied by: *(Tick applicable box/es)*☒ Plans☒ Proposal Report☐ Other *(Specify)*

This application cannot be accepted by the assessment manager unless accompanied by Part A of the Development Application

OFFICE USE ONLY *(applicable to assessment manager)*

DATE RECEIVED

REFERENCE NUMBER/S

LENSWORTH



12 June 2002

Please reply to **Brisbane** office.

The Chief Executive Officer
Caboolture Shire Council
PO Box 159
CABOOLTURE QLD 4510

Dear Sir

**RE LETTER OF CONSENT
 FOR DEVELOPMENT APPLICATION
 LENSWORTH INDUSTRIAL DEVELOPMENT
 NOLAN DRIVE, VIA TRAFALGAR DRIVE, MORAYFIELD**

We, **Lensworth Caboolture Waters Pty Ltd** (A.C.N. 068 499 810), as the Registered Owners of Lot 2 on RP902075 and Lot 10 on RP902079, Parish of Caboolture, hereby consent to the lodgement by Pike Mirls McKnoulty Pty Ltd, of a Development Application for Material Change of Use, and associated future applications with the Caboolture Shire Council for the purposes of development.

The Common Seal of Lensworth)
Caboolture Waters Pty Ltd)
(A.C.N. 068 499 810) is affixed)
in the presence of:)



.....
John Francis O'Grady
Director

.....
David Maurice Neufeld
Company Secretary

Dated this 12th day of June 2002

LENSWORTH GROUP LIMITED ABN 91 004 061 465

MELBOURNE
Level 34
385 Bourke Street
Melbourne VIC 3000

GPO Box 4965WV
Melbourne VIC 3001

Tel: (03) 9606 1700
Fax: (03) 9606 1717

BRISBANE
Level 19 Riverside Centre
123 Eagle Street
Brisbane QLD 4000

GPO Box 2224
Brisbane QLD 4001

Tel: (07) 3839 3338
Fax: (07) 3839 4010

KAWANA WATERS
Cnr Regatta Blvd
and Nicklin Way
Wurtulla QLD 4575

PO Box 20
Wurtulla QLD 4575

Tel: (07) 5491 0100
Fax: (07) 5491 0144

GLENMORE PARK
2 Cascade Avenue
Glenmore Park NSW 2745

Locked Bag 100
Penrith BC NSW 2751

Tel: (02) 4733 2111
Fax: (02) 4733 8333

WALLARAH PENINSULA
136 Pacific Highway
Swansea NSW 2281

PO Box 204
Swansea NSW 2281

Tel: (02) 4972 2029
Fax: (02) 4972 2028

Form 1 Development Application

idas

INTEGRATED DEVELOPMENT
ASSESSMENT SYSTEM*Checklist for determining
referrals under IDAS*

Only complete this checklist if you have completed parts D, E, F, G, H or I of Form 1 Development Application. Complete the questions relevant to the application, as indicated.

It is your responsibility as the applicant to work with the assessment manager to identify if your application involves:

- Referral to a referral agency for their assessment and determination, or comment;
- The coordination of any information request through the referral coordination process.

This checklist contains a number of questions to aid in this determination.

If your application does involve referral, the assessment manager will confirm in the acknowledgement notice the referral actions required.

To assist you in answering the questions below a series of guides are available. These guides address the following referral issues:

- Guide 2 What is a referral agency and what is their role in IDAS?
- Guide 3 Does my application trigger a referral in relation to State-controlled road matters?

- Guide 4 Does my application involve an Environmentally Relevant Activity (ERA)?
- Guide 5 Does my application trigger referral for consideration of contaminated land matters?
- Guide 6 Does my application trigger the referral coordination process?
- Guide 10 Does my application trigger referral for acid sulfate soils?
- Guide 11 Development on Strategic Port Land
- Guide 12 Does my application involve vegetation clearing assessable under Schedule 8 of IPA?
- Guide 13 Does my application trigger referral in relation to development in a declared catchment area?

These guides are available from local governments or on the IPA website at www.ipa.qld.gov.au

Applications involving material change of use or operational works (for filling or excavation not associated with a material change of use, reconfiguring a lot or building work), assessable under the local government's planning scheme and/or reconfiguring a lot, may trigger this referral.

Guide 3 entitled "Does my application trigger a referral in relation to State-controlled road matters?" will assist in answering this question.

1. Does the application trigger referral to the Department of Main Roads in relation to a **State-controlled road**?

☐ NO

☒ YES Detail the trigger/s below. (If trigger E is identified, also detail the threshold)

A, B and E

Guide 4 entitled "Does my application involve an Environmentally Relevant Activity (ERA)?" will assist in answering this question.

2. Does the application trigger referral in relation to a material change of use for an **Environmentally Relevant Activity**?

☒ NO

☐ YES Provide all relevant details on Part G of Form 1 Development Application

Applications involving material change of use assessable under the local government's planning scheme and/or reconfiguring a lot may trigger this referral.

Guide 5 entitled "Does my application trigger referral for consideration of contaminated land matters?" will assist in answering this question.

3. Does the application trigger referral to the Environmental Protection Agency for consideration of **contaminated land** matters?

☐ NO

☒ YES Provide details of the matters below

Please refer to the report

All applications for a material change of use on strategic port land that is inconsistent with the approved land use plan trigger referral to the Minister for Transport.

4. Does the application trigger referral to the Minister for Transport in relation to **development on strategic port land that is inconsistent with the approved land use plan**?

☒ NO

☐ YES Provide all relevant details on Part I of Form 1 Development Application

Guide 12 entitled "Does my application involve vegetation clearing assessable under Schedule 8 of IPA?" will assist in answering this question.

5. Does the application trigger referral to the Department of Natural Resources and Mines in relation to operational works involving **the clearing of native vegetation on freehold land assessable under Schedule 8 of IPA**?

☒ NO

☐ YES Provide all relevant details on Part J of Form 1 Development Application

Applications which are impact assessable under a local government's planning scheme may trigger this referral.

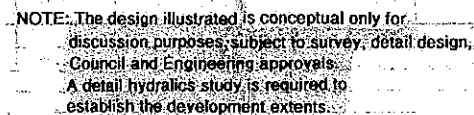
Guide 10 entitled "Does my application trigger referral for acid sulfate soils?" will assist in answering this question.

6. Does the application trigger referral to the Department of Natural Resources and Mines in relation to **acid sulfate soils**?

☒ NO

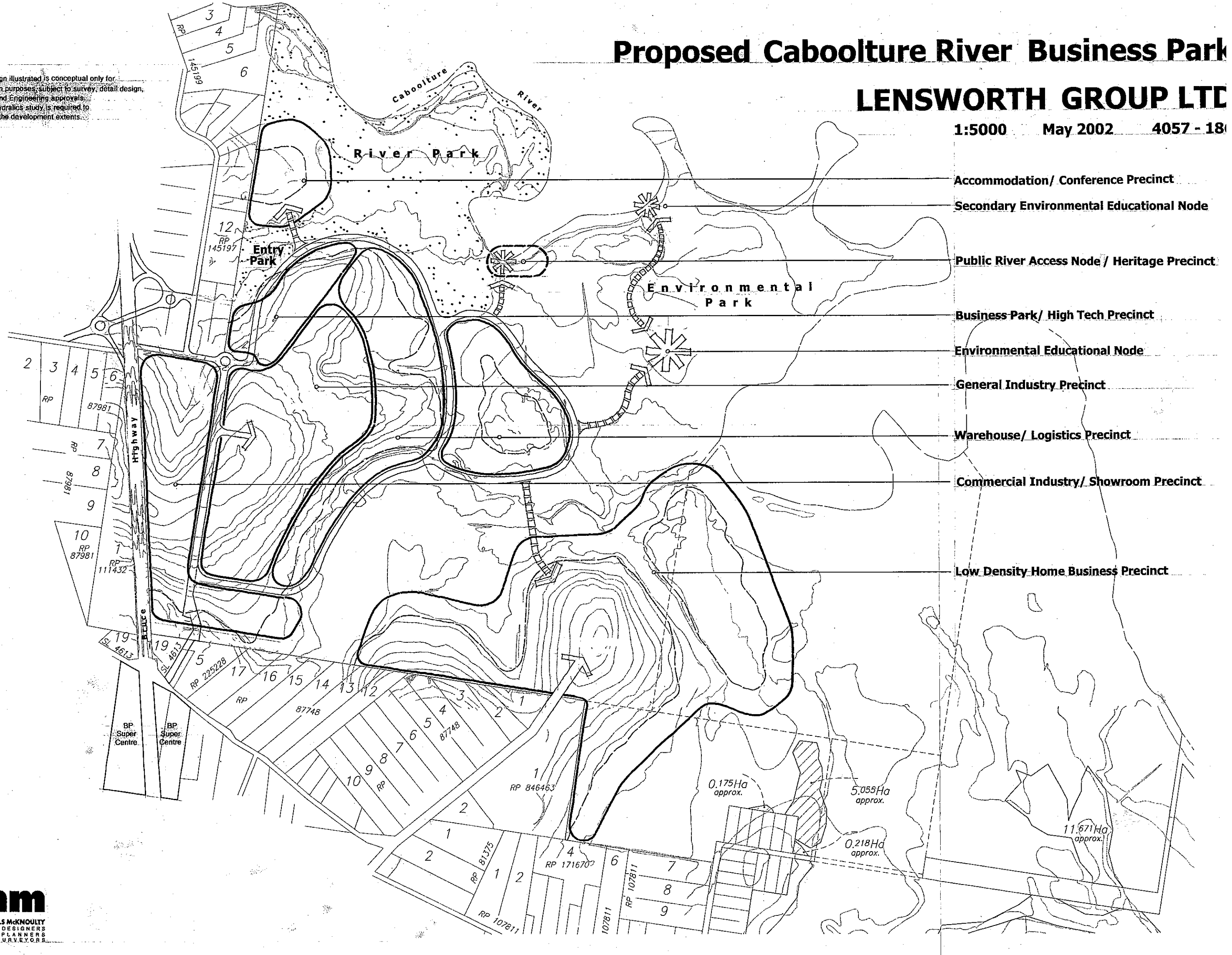
☐ YES

Guide 13 entitled "Does my application trigger referral in relation to development in a declared catchment area?" will assist in answering this question.	7. Does the application trigger referral to the Department of Natural Resources and Mines in relation to development in a declared catchment area under the <i>Water Act 2000</i>? ☒ NO ☐ YES
Guide 6 entitled "Does my application trigger the referral coordination process?" will assist in answering this question.	8. Does the application trigger <u>referral coordination</u> because the application involves 3 or more concurrence agencies? ☒ NO ☐ YES
Applications involving material change of use assessable under the local government's planning scheme and/or reconfiguring a lot may trigger this referral Guide 6 entitled "Does my application trigger the referral coordination process?" will assist in answering this question.	9. Does the application trigger <u>referral coordination</u> because the application involves a facility or area prescribed under schedule 6 or 7 of the <i>Integrated Planning Regulation 1998</i>? ☐ NO ☒ YES Detail the trigger below Please refer to the report ----- -----
Referral agency responses prior to lodgement Under s 3.3.2 of IPA a referral agency may give a referral agency response on a matter within its jurisdiction about a proposal before an application for the proposal is made to the assessment manager.	10. Did a referral agency give a referral agency response under s 3.3.2 of IPA before the application was made to the assessment manager? ☒ NO ☐ YES Attach a copy of the referral agency/s response/s ----- -----



LENSWORTH GROUP LTD

1:5000 May 2002 4057 - 180



PIKE MIRLS McNOULTY
URBAN DESIGNERS
TOWN PLANNERS
LAND SURVEYORS

4057-186



Caboolture Shire Council

4 July 2002

22 JUL 2002

Enquiries: Mr Chris Bain
Direct Phone: 07 5420 0337
Direct Fax: 07 5420 0355

Our Ref: MCU-2002-1079 (hy)

Your Ref: 4057 CAB

Ms J Hutcheon
Pike Mirls McKnoulty Pty Ltd
PO Box 3797
SOUTH BRISBANE QLD 4101

Dear Ms Hutcheon

Re: AMENDED ACKNOWLEDGEMENT NOTICE
Integrated Planning Act 1997 S3.5.15
Development Application No.: MCU-2002-1079
Property Location: 2-32 & 34 Nolan Drive, Morayfield
Property Description: Lot 2 RP 902075 & Lot 10 RP 902079
Development: Preliminary Approval for a Material Change of Use of Premises for an Industrial Estate

Receipt is acknowledged of the above application and Council confirm the following details:

1. Details of Application

The application seeks development approval for:

Preliminary approval for a Material Change of use of Premises for the purposes of an Industrial Estate incorporating the following defined land uses:

- General Industry
- Accommodation Building
- Bulk Store
- Caretaker's Residence
- Car Repair Station
- Child Care Centre
- Commercial Industry
- Commercial Premises (less than 1000m²)
- Garden Supply Centre
- General Store
- Light Industry
- Medical Practitioner's clinic
- Medium Industry
- Motel
- Motor Showroom
- Professional Office
- Restaurant
- Retail Showroom
- Shop (less than 1000m²)

- Take Away Food Premises
- Warehouse

2. IDAS Referral Agencies –

	Referral Trigger	Name of Agency	Status	Address
☒	Development impacting on State-controlled roads	Department of Main Roads (DMR)	Concurrence	PO Box 173 GYMPIE QLD 4570
☒	The site is listed on the Environmental Management Register under the Environmental Protection Act 1994.	Environmental Protection Agency (EPA)	Concurrence	GPO Box 2771 BRISBANE QLD 4001

The site is listed on the Environmental Management Register under the Environmental Protection Act 1994.

It is the responsibility of the applicant to give each referral agency a copy of –

- The application (including application form and supporting material),
- This acknowledgment notice,
- Any applicable concurrence agency application fee.

3. Referral Coordination

This application triggers referral coordination.

The site adjoins the Caboolture River that is indicated on Council records as containing a wetland (RAMSAR site) and fish reserve. Therefore, the subject land is a designated area under Schedule 7 of the Integrated Planning Regulation and the application requires referral coordination in accordance with Section 6.1.35C of the Integrated Planning Act.

It is the responsibility of the applicant to give the Chief Executive of the Department of Communication and Information, Local Government, Planning and Sport (DCILGPS) a copy of –

- The application (including application form and supporting material),
- This acknowledgment notice,
- Written notice of each Agency's referral Day.

The address to send this information is –

PO Box 187 Brisbane Albert Street QLD 4002

4. Level of Assessment

An aspect of the development applied for requires:

Impact Assessment.

5. Status of Information Request

A further information request will be made by the Assessment Manager. Regardless of this advice, any concurrence agency for the application or the Chief Executive (in the case of a referral coordination) may also make an information request.

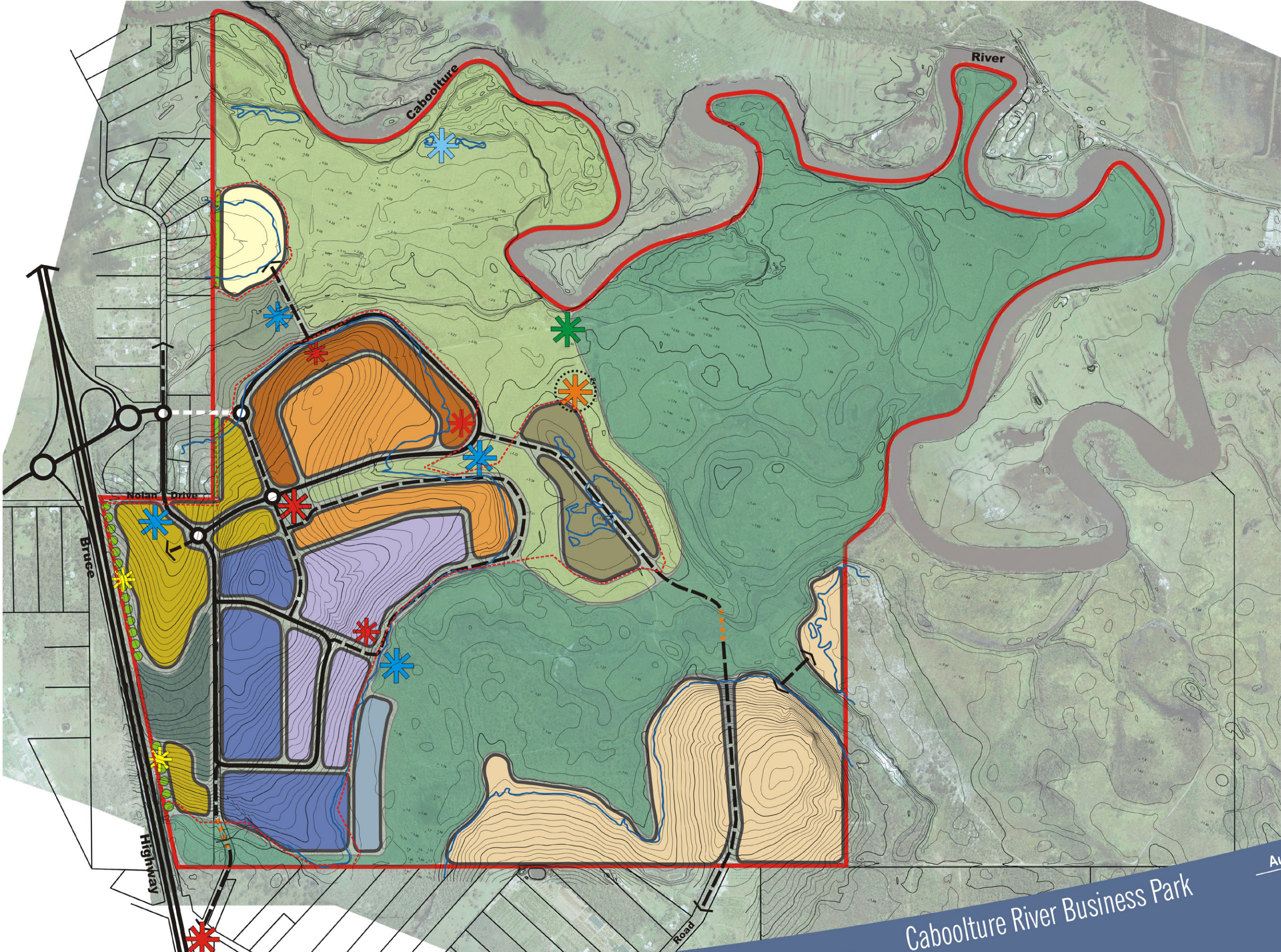
You are further advised that the truth and accuracy of the information provided in the application form and accompanying information is relied on when assessing and deciding this application. If you find an inaccuracy in any of the information provided above or have a query or seek clarification about any of these details, please contact Council's Planning and Strategy Unit as above referenced.

Yours faithfully


for **LEO JENSEN**
MANAGER PLANNING & STRATEGY

Encl

Indicative Predominant Land Use Plan



- Subject Site
- Primary Access Roads
- Secondary Access Roads
- Load Restricted Crossing
- Possible Future Primary Access Road
- Innovation Cluster
- Business/Hi Tech
- Mixed Industry and Business
- Commercial/Showroom
- Conference & Accommodation
- General Industry
- Transport & Logistics
- Flood Tolerant Uses (Q10)
- Transitional Buffers
- Highway Interface Zone
- Conservation Open Space
- River Park
- Environmental Park
- Entry Park
- Future Development Area
- Educational Node
- Convenience/Café Node
- Water Feature/Storage/Quality Control
- Uniformed Signage Location
- River Activity Node
- Heritage Node
- 1 in 100 year flood inundation Boundary
- Possible Buildable Area

Legend

Note: Land use plan is intended to show possible predominant land use areas. Extent of land uses will be subject to future development opportunities and market demand.
note: The contents of this plan are conceptual and for discussion purposes only, subject to relevant studies, engineering, survey & council approvals.

Caboolture River Business Park

August 2004 1:5000@B1 4057-224



Our Ref: **20430-BP and 4057-CAB**
Date: **26 November 2007**

Attn: **Amanda Dryden and John Taylor**

Caboolture Shire Council
PO Box 159
CABOOLTURE QLD 4510

PMM Brisbane Pty Ltd
ABN 81 591 046 588

www.pmm.com.au

T +61 7 3237 8899

F +61 7 3237 8833

E pmm@pmm.com.au

743 Ann Street (PO Box 1559)
Fortitude Valley Queensland
Australia 4006

Via: Mail

Dear Amanda and John

**RE: NORTHEAST BUSINESS PARK
CHANGE TO THE "BUSINESS PARK" DEVELOPMENT APPLICATION
2-32 & 34 NOLAN DRIVE, MORAYFIELD
CSC REF: MCU-2002-1079**

As discussed, we write on behalf of our Client, Northeast Business Park Pty Ltd, in lodging changes to this development application under s.3.2.9 of the Integrated Planning Act 1997.

This application is referred to as the "Business Park" Development Application, and seeks a Preliminary Approval overriding the Planning Scheme, as lodged with Council on 18 June 2002. To date, the Business Park Development Application has progressed through the IDAS's Application Stage, Information and Referral Stage and Public Notification Stage, and is currently within the Decision Stage. The applicant has extended the Council's Decision Making Period a number of times, such that a decision is presently due by 24 January 2008.

As you are aware, the Northeast Business Park project (NEBP) has a related application off Farry Road, Burpengary (the "Marina" Development Application), and that these joint proposals have been declared a "significant project" by the Coordinator-General under the State Development and Public Works Organisation Act 1971 (SDPWOA). The EIS is now nearing completion, and is anticipated to go on public display under the SDPWOA in the near future.

Changes to the Development Application are being lodged at this point in order for the changes to be included as part of the EIS documentation. This timing and process has been adopted in order to provide clarity to all parties and stakeholders regarding the nature of the changes sought through the EIS assessment process.

Proposed Changes

Through the combination of the two applications and the evolution of the design during the EIS preparation, the NEBP project is now more comprehensive and differs in detail compared to the original applications. Accordingly, this letter and the attachments set out changes to the Business Park Development Application under s.3.2.9 of the IPA to match the scope of the EIS proposal.

In summary, the changes to the Business Park Development Application are as follows:

- Amendments to the Site Area as shown on **Attachment A** (PMM Drawing 20430-39), being
 - an expansion of the application's extent to include L12 RP145197, L15 RP902073 and L17 RP902072 is required for access purposes (land owner's consent is attached, refer to **Attachment B**)



- a reduction in the application's extent over L10 RP902079 to encompass only the area to the north and west of Raff Creek, being the land proposed for the MIBA Precincts and the associated Open Space Precincts areas;
- Amendments to the Development Proposals and the detail of the proposed provisions overriding the Planning Scheme (replacing those previously submitted as part of the Information Request response on 16 August 2004), to seek approval for:
 - the NEBP Area Plan (including the NEBP Structure Plan) across the amended Business Park Application area;
 - the proposed uses, which are to be as per the NEBP Area Plan and replicated in the Schedule below. In summary, the proposed uses are those anticipated in the MIBA Precincts and components of the Open Space Precincts which fall within the extent of the Business Park Development Application, including the Community Multi Use Precinct , Environment Centre and Heritage Park;
 - Preliminary Approval for bulk earthworks; and
 - facilitation of a corridor for the Department of Main Road's potential North-South Arterial Road, including access to the Buchanan Rd interchange.

The detailed information of these changes is set out in Town Planning Report and NEBP Area Plan as contained in EIS Technical Appendix C, along with supporting information contained within the EIS documentation and its supporting technical appendices (forthcoming).

The following table, drawn from the Planning Report within the EIS, sets out the relevant site and application details as changed.

Business Park Development Application		
Application	As submitted and through the Information Request response	As Changed
Extent	L2 RP902072 L10 RP902079	L2 RP902072 L12 RP145197 L15 RP902073 L17 RP902072, and Part L10 RP902079
Application Date	18/06/2002	
Caboolture Shire Council Ref:	MCU-2002-1079	
Referral Coordination Unit Ref:	RCU875	
Application Type	Preliminary Approval overriding the Planning Scheme (s3.1.6)	Preliminary Approval overriding the Planning Scheme (s3.1.6) for the <i>NEBP Area Plan</i>
Components Sought		
<i>MCU – Uses</i>	Mix of uses (refer to Schedule below)	Mix of uses (refer to Schedule below)
<i>MCU – ERA</i>	Not Sought	Not Sought
<i>ROL</i>	Not Sought	Not Sought
<i>Operational Work</i>	Not Sought	Preliminary Approval for Bulk Earthworks



Business Park Development Application		
Application	As submitted and through the Information Request response	As Changed
<i>Building Work</i>	General Building Work (Preliminary Approval)	General Building Work (Preliminary Approval)
<u>IDAS Status</u>		
<i>Application Stage</i>	Acknowledgement Notices issued 04/07/2002	Revised Acknowledgement Notice now required
<i>Information and Referral Stage</i>	Referral Coordination Information Request issued 16/08/2002 Extension to Information Request response period issued 7/08/2003 Information Request response issued 16/08/2004	SDPWOA EIS process overrides the IDAS Information and Referral Stage
<i>Notification Stage</i>	Public Notification period 08/09/2004 to 26/10/2004 Statement of Compliance issued 29/10/2004	SDPWOA EIS process overrides the IDAS Public Notification Stage
<i>Decision Stage</i>	Caboolture Shire Council's decision making period has been extended a number of times, current decision due date – 24/01/2008	Will commence upon issue of the CoG's Report
Referral Agencies	Department of Main Roads – development impacting on State-controlled roads (Concurrence Agency) Environmental Protection Agency – Contamination (Concurrence Agency)	Department of Main Roads – development impacting on State-controlled roads (Concurrence Agency) Environmental Protection Agency – Contamination (Concurrence Agency)

Schedule of Uses in the Business Park Development Application			
As Submitted		As Changed	
Definitions as per the 1998 Town Planning Scheme		Definitions as per the Planning Scheme 2005	
Accommodation Building	Medical Practitioner's clinic	Accommodation Building	Park
Bulk Store	Medium Industry	Car Parking Facility	Public Utility
Caretaker's residence	Motel	Car Wash	Recycling Yard
Child Care Centre	Motor Showroom	Caretaker's Residence	Restaurant
Commercial Industry	Professional office	Child Care Centre	Retail Showroom
Commercial premises where having an area of less than 1,000m ²	Restaurant	Educational Establishment	Retirement Village
Garden Supply Centre	Retail Showroom	Entertainment and Recreation (Outdoors)	Sales or Hire Yard
General Store	Shop (less than 1000m ²)	Estate Sales Office	Service Industry
Light Industry	Take Away Food Premises	Fuel Depot	Service Station
	Warehouse	Hotel	Shop
		Landscape Supply Centre	Storage Facility
		Landscape Supply Production	Take Away Food Outlet
		Market	Telecommunication Facility
		Medical Centre	Transport Depot
		Motor Vehicle Repair Station	Vehicle Sales and Service
		Office	Veterinary Establishment
			Warehouse



Extent of Changes

For an existing development application, adding to or amending the land the subject of that Development Application is permissible under Section 3.2.9 of the Integrated Planning Act 1997. Section 3.2.9 is silent regarding the extent of changes, but does require assessment of the Development Application to restart the IDAS process at the issuing of an Acknowledgement Notice.

We understand that there have not been any disputes in the Planning and Environment Court about adding land to a development application where the applicant intends to publicly notify the development application, either for the first time or for a subsequent time in the future. This is the case here – advertising of the development application will occur through the EIS process under the SDPWOA.

In this case, the changes, looked at broadly and fairly, are relatively minor for such a large proposal. In totality, the land subject of both development applications is almost identical. Changes to the individual lots the subject of each development application reflect the sensible and logical demarcation of the proposed land uses for the overall development and the proposed locations of the primary land uses as originally included in the Development Application.

Assessment of Changed Applications

The Development Application must be acknowledged, assessed and decided according to the law in existence when the applications was made, subject to the ability of the assessing authority to give weight to later laws and policies for assessment purposes and only in certain circumstances. That this is the case is evident from the Acts Interpretation Act 1954 section 20(2)(c), qualified as it is to the limited extent provided by the Integrated Planning Act 1997 section 3.5.6.

Accordingly:

- assessable development within a changed Development Application is limited to the matters which were assessable development at the time the application was made (such that any matters which have become assessable development under the current law since the time the application was made must be subject to a separate Development Application); and
- referral agencies and jurisdictions for a Development Application are limited to those identified in Schedule 2 of the *Integrated Planning Regulation 1998* which applied at the time the application was made (ie, referral agencies and jurisdictions under the current law which did not apply at the time the original development application was made are not, and cannot be referral agencies for the changed development application).

Other than seeking Preliminary Approval for Operational Work for bulk earthworks, the changed applications do not address aspects of Operational Work which were assessable development at the time of lodgement.

Since the submission of the Business Park Application, the significant changes in the regulatory environment are:

- amendments to the *IPA*, including:
 - alterations to the definitions of components of "development", primarily to the definitions of Material Change of Use and Operational Works; and
 - alterations to the referral triggers;



- commencement and amendment of the South East Queensland Regional Plan; and
- commencement of the *Caboolture Shire Plan 2005*.

We note that the version of IPA applicable to the Business Park Development Application (as submitted on 18 June 2002) is IPA Rev 4E, effective from 25 May 2001.

Forward Process

Based on the above, upon receipt of this change to the Development Application, the IDAS process stops and re-starts at the commencement of the Acknowledgement Period. Accordingly, as the IDAS process re-starts, this change to the application replaces the need to extend further Council's decision making period.

As you are aware, the SDPWOA overrides the IDAS process so that the Information and Referral Stage and Notification Stage do not apply. We recommend that the replacement Acknowledgement Notice note that these IDAS Stages do not apply for a declared significant project under the SDPWOA.

Under the SDPWOA's provisions affecting the IDAS, we note that the Assessment Manager's IDAS Decision Stage commences when the Coordinator-General gives the assessment manager the Coordinator-General's Report on the EIS.

We note that through these changes, this application remains a 'properly made application' in accordance with Section 3.2.1 of the Integrated Planning Act 1997 (IPA).

As mentioned, the complete package of supporting information will be included within the EIS (specifically, as Appendix C to the EIS), so that assessment of the changed application is to occur as part of the EIS assessment process.

We trust this information is sufficient for your purposes, however should you require any further details or clarification, please do not hesitate to contact the writer or Wayne Window by telephone on 3237 8899.

Yours faithfully
PMM BRISBANE PTY LTD

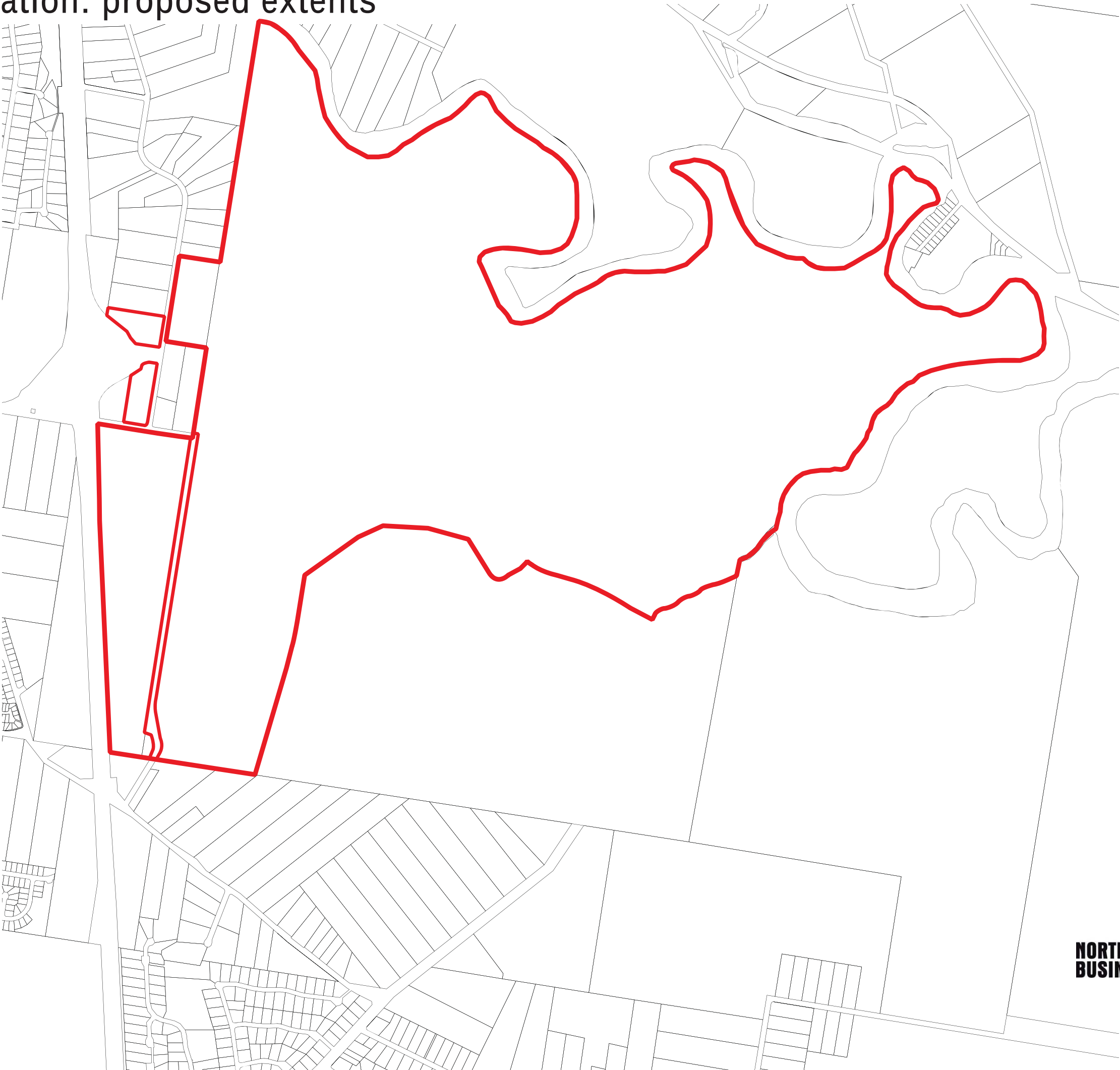
CAMERON HOFFMANN
Partner

enc

cc Jeff Smith, Northeast Business Park Pty Ltd
 Bill Edmonds, Laing O'Rourke Australia
 Michael Chessells, Cardno
 Michael Allen, Department of Infrastructure and Planning
 Referral Coordination Unit, Department of Infrastructure and Planning (Reference: RCU 875)

business park application: proposed extents

Business Park
L2, L12, L17, L15 & part L10, covering the
MIBA precincts, a part of the open space
precincts and the access route.



preliminary for discussion purposes only

legend

— Business park application boundary as changed

The NBP Area Structure Plan is shown on this plan for information and guidance only.

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

ref 20430-39
date september 2007
scale 1:5,000 @ A0, 1:20,000 @ A3

100 50 0 100 200 300 400 500

File Path: U:\PMM\Projects\20000 Jobs\20430 - Northeast Business park\Final\Master Files



CONSENT OF OWNER FOR DEVELOPMENT APPLICATION

We, the undersigned, on behalf of **Northeast Business Park Pty Ltd** (ACN 101 569 457), the owner of the following freehold lands

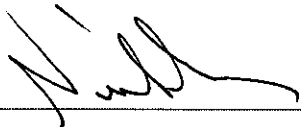
- L2 RP902075 Parish Caboolture County Stanley
- L10 RP902079 Parish of Caboolture, County of Stanley
- L12 RP145197 Parish of Caboolture, County of Stanley
- L15 RP902073 Parish of Caboolture, County of Stanley

hereby consent to the lodgement of Development Applications to Caboolture Shire Council seeking a Preliminary Approval overriding the Planning Scheme for the Northeast Business Park project.



Malcolm David Hall-Brown
Chairman

Date: 22/11/2007



Neil Vincent Morris
Director

Date: 22/11/2007

05 NOV 2007



2 November 2007

Department of **Main Roads**

Mr Wayne Window
Town Planner
PMM Brisbane Pty Ltd
PO Box 1559
Fortitude Valley Qld 4006

Dear Mr Window

**Northeast Business Park, Caboolture
Request for land owners' consent over Lot 17 RP902072**

Thank you for your letter of 29 October 2007.

As the owner of Lot 17 RP902072, the Department of Main Roads consents to the inclusion of this land in the changes to the Development Applications to Caboolture Shire Council by Northeast Business Park Pty Ltd.

This consent does not indicate Main Roads support for, or limit its discretion in the assessment of, the applications in accordance with the provisions of the *Integrated Planning Act 1997*.

The applicant is advised that any works proposed to be undertaken on State-controlled roads will require separate approval from Main Roads pursuant to the *Transport Infrastructure Act 1994*.

Yours sincerely

A handwritten signature in blue ink, appearing to be "G S Dawson".

G S Dawson
Manager (Transport Planning)
Delegate of the Director General
Department of Main Roads

Office of the Deputy Director-General / Districts
North Coast-Hinterland
50 River Road
PO Box 183
Gympie Queensland 4570
ABN 57 836 727 711

Our ref	25/10A/D7496 A f14 gsd7021
Your ref	20430
Enquiries	Mr Geoff Dawson
Telephone	+61 7 5482 0333
Facsimile	+61 7 5482 0465
Website	www.mainroads.qld.gov.au
Email	www.northcoast@mainroads.qld.gov.au

I.2 MARINA APPLICATION

I.2.1 Application as Submitted

Attached are the following

- Application material
 - o IDAS Application Forms and
 - o Original Plans
- Acknowledgement Notice

I.2.2 Application Change

I.2.2.1 Summary of Changes Requested

Table I-3 Marina Development Application		
Application	As Originally Submitted	As Changed
Extent	Lot 7 and Lot 24	Lot 7, Lot 24 and Part Lot 10
Submission Date	8/10/2004	26/11/2007
Caboolture Shire Council Ref:	MCU-2004-1420	MCU-2004-1420
Application Type	Preliminary Approval overriding the Planning Scheme (s3.1.6)	Preliminary Approval overriding the Planning Scheme (s3.1.6)
Components Originally Sought		
MCU – Uses	Mix of uses (refer to Schedule below)	Mix of uses (refer to Schedule below)
MCU – ERA	ERA 73 Marina	ERA 11 Crude Oil or Petroleum Product Storing ERA 22 Screening materials ERA 69 Boat maintaining ERA 73 – Marina
ROL	Not Sought	Not Sought
Operational Work	Not Sought	General Operational Work (Preliminary Approval)
Building Work	General Building Work (Preliminary Approval)	General Building Work (Preliminary Approval)
Referral Agencies	Department of Main Roads – development impacting on State-controlled roads (Concurrence Agency) Environmental Protection Agency – Coastal Management (Concurrence Agency) Department of Natural Resources and Mines – Acid Sulfate Soils (Advice Agency)	As per s37 of the SDPWOA, no referral agencies

Table I-4
Schedule of Uses in the Marina Development Application

As Submitted	As Changed
Definitions as per the 1998 Town Planning Scheme	Definitions as per the Planning Scheme 2005
Marina Commercial Retail Residential	Accommodation Building Car Parking Facility Car Wash Caretaker's Residence Child Care Centre Dependent Person's Accommodation Display Home Dual Occupancy Dwelling House Educational Establishment Entertainment and Recreation (Indoors) Entertainment and Recreation (Outdoors) Estate Sales Office Fuel Depot Home Based Business Hotel Landscape Supply Centre Marina Market Medical Centre Multiple Dwellings Office Park Place of Worship Public Utility Relocatable Home Park Restaurant Retail Showroom Retirement Village Sales or Hire Yard Service Industry Service Station Shop Special Care Facility Storage Facility Surgery Take Away Food Outlet Telecommunication Facility Vehicle Sales and Service Veterinary Establishment

1.2.2.2 Marina Application Proposal Plans and Documents

A copy of the letter to Caboolture Shire Council setting out the changes to the application follows.

Supporting documents for the Business Park application comprise the EIS documentation. Particular reference is made to

- PMM Drawing 20430-40 Marina Application: Proposed Extents
- PMM Drawing 20430-10 Rev G NEBP Structure Plan
- Northeast Business Park Area Plan

Form 1 Development Application

idas

Common details

PART A

The completion of **all applicable questions** on Part A is **mandatory** for all applications.

Part A must be accompanied by one (1) or more other completed parts of the Form.

Any information requested in the form may be provided in an attachment to the application.

For further information about completing the following details, refer to **Guide 1 Making an IDAS Application**.

Description of land

All land the subject of the application, must be identified.

A description of the land is not required in relation to a mobile or temporary environmentally relevant activity.

Advice for completing Q2

Q2 applies if development is proposed within a water body or watercourse.

Advice for completing Q3

Most land can be identified by a lot on plan description. These details can be obtained from title documents or through the local government.

However, if the land on which the development is proposed does **not** have a lot on plan description (*i.e. the development is proposed in a water body or watercourse*) provide –

- (i) the lot on plan description for the adjoining/adjacent land; or
- (ii) GPS coordinates where there is no adjoining/adjacent land (*eg. in Moreton Bay*).

Advice for completing Q7

Q7 does not apply if the development is proposed within a water body or watercourse.

Advice for completing Q8

Q8 applies if development is proposed within a local government area.

Note: Areas below high water mark are **not** within a local government's area unless provided for under the *Local Government Act 1993*.

Advice for completing Q9

Q9 applies if development is proposed on strategic port land or a strategic port land tidal area.

For more information refer to **Guide 11 Development on strategic port land**

1. Street address: (*including house number, street name, suburb/locality name & postcode*) (*if applicable*)
Farry Rd, Burpengary
2. Name of water body or watercourse, within which the development is proposed: (*if applicable*)
N/A
3. Lot on plan description (*eg. Lot 123 on RP 4567*) / GPS coordinates:
Lot 24 on SP 158298 and Lot 7 on RP 845326
4. The above description is for: (*tick applicable box*)
☒ (i) the land on which the development is proposed; or
☐ (ii) the land adjoining the water body or watercourse, within which the development is proposed; or
☐ (iii) the water body or watercourse.
5. Shop / tenancy number: (*if applicable*)
N/A
6. Storey / level: (*if applicable*)
N/A
7. Total area of land: (*m² or ha*) (*if applicable*)
216 ha
8. Local government area in which the land is situated: (*eg. Brisbane, Esk, Hervey Bay, Woocoo etc.*) (*if applicable*)
Caboolture Shire Council
9. Port authority for the strategic port land or strategic port land tidal area on which the development is proposed (*eg. Port of Brisbane, Port of Townsville*) (*if applicable*)
N/A

Proposal details

10. Existing use of the land: (*eg. vacant, single house, shop etc.*)
Vacant
11. Proposed use of the land: (*eg. 6 unit apartment building, 30 lot residential subdivision, ERA for aquaculture in ponds with a total area of 7 ha for which wastes are released into waters etc.*)
Mixed use - see attached report

Other applicable parts of Form 1

Part A of Form 1 must **always** be accompanied by other completed parts of Form 1.

For information about when a part of Form 1

12. Other parts of Form 1 completed as part of this application: (*eg. Part D, Part I, etc*)

Part D, G, Referral Checklist and Attachment 2

may apply for an application refer to Guide 1 Making an IDAS development application.

Applicant details

Clearly identify who is making the application. The applicant need not be the owner of the land.

When signing and lodging this application

The applicant is responsible for ensuring the information provided is correct. The assessment manager, any referral agency and the Chief Executive (*where applicable*) will rely on this information when assessing and deciding the application.

If the applicant is a company

A contact person must be shown. All correspondence will be mailed to this address.

13. Name:

Jensen Bowers Group Consultants Pty Ltd

14. Postal address:

PO Box 799, Spring Hill 4004

15. Signature:

16. Date:

17. Contact person:

Natalie Rayment

18. Telephone number:

3852 1771

19. Mobile phone number: (*if applicable*)

20. Facsimile number: (*if applicable*)

3252 9818

21. Email address: (*if applicable*)

natalierayment@jensenbowers.com.au

Land owner's consent (*if applicable*)

Section 3.2.1(10)(a) of the IPA prescribes that an application can **not** be taken to be properly made without the land owner's consent.

For more information about land owner's consent refer to Guide 1 Making an IDAS development application.

An application **must** be supported by the consent of the land owner if the application involves:

- (i) a material change of use;
- (ii) reconfiguration of a lot;
- (iii) work on land below high-water mark & not within a canal as defined under the *Coastal Protection and Management Act 1995*; or
- (iv) work on rail corridor land defined under the *Transport Infrastructure Act 1994*.

For a mobile or temporary ERA

Land owner's consent is **not** required.

If an owner has signed this form as applicant

Their signature is not required again in this section.

If there are multiple owners

The consent of each owner is required.

If the owner is a company

Refer to Guide 1.

22. Name/s:

Refer attached letter of consent

23. Signature/s:

24. Date:

Resource entitlement (*if applicable*)

Section 3.2.1(10)(b) of the IPA prescribes that an application can **not** be taken to be properly made without evidence of the resource entitlement.

Advice for completing Q26

Refer to schedule 10 of the *Integrated Planning Regulation 1998* that prescribes the nature of evidence required by the State in support of the lodging of this development application.

Advice for completing Q27

25. Does this application involve taking or interfering with a State resource?

☒ NO - go to Q28

☐ YES - go to Q26

26. This application is required by regulation to be accompanied by: (*tick the applicable box*)

☐ (i) evidence of the **allocation** of, or entitlement to, the resource – *attach evidence*

☐ (ii) evidence the chief executive of the department administering the resource is satisfied the development **is consistent with an allocation** of, or entitlement to, the resource – *go to Q 27*

☐ (iii) evidence the chief executive of the department administering the resource is satisfied the development application **may proceed in the absence of an allocation** of, or entitlement to, the resource – *go to Q 27*

27. Evidence of the resource entitlement:

INTEGRATED PLANNING ACT 1997

Part A, Version 2.0, 4 October 2004

The information in (i) – (v) is mandatory if evidence is required under Q26 (ii) or (iii) above.

The official stamp of the Department of Natural Resources and Mines is mandatory where the application involves taking or interfering with water or riverine quarry material under the *Water Act 2000*.

(i) Resource entitlement / authority details

(ii) Name of delegated officer

(iii) Position of delegated officer

(iv) Signature of delegated officer

(v) Date

(iv) Official stamp of the department administering the resource (if applicable)

Referral triggers

The Referrals Checklist must be completed and lodged with all IDAS development applications, other than those requiring the completion of Parts A and B of the Form only.

28. Is the Referrals Checklist completed and attached to this application?

☒ YES

☐ NO – the assessment manager may refuse to accept this application on the grounds that the application has not been properly made

Plans / drawings / reports

An application should be accompanied by details to support the proposal & enable the assessment manager, referral agencies and any person viewing the application during public scrutiny or public notification to understand the scope of the proposal and any potential impact.

29. Plans/drawings/reports accompanying this application:

Plan / Drawing / Report Number	Title	Date
(i) -	Assessment Report	Oct 2004
(ii) -	Caboolture City Marina - Caboolture IPA Planning Scheme Submission	30.06.04
(iii)		
(iv)		
(v)		
(vi)		
(vii)		
(viii)		
(ix)		
(x)		

PLEASE NOTE

The assessment manager may refuse to accept an application that, at the time of lodgement, fails to provide all applicable information required by Part A and any other relevant part of Form 1.

OFFICE USE ONLY (applicable to assessment manager's)

FEE (\$)	DATE RECEIVED	RECEIVING OFFICER'S NAME/S	REFERENCE NUMBER/S
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Form 1 Development Application

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Material change of use

assessable against a local government's planning scheme

PART D

Completion of **all applicable questions** on Part D is **mandatory** for all applications involving assessment of a material change of use (MCU) assessable against a local government's planning scheme.

Nature of the application A development permit authorises development to occur, while a preliminary approval is a step in the approval process and does not authorise development to occur.	1. This application is for: <i>(tick 1 or both if applicable)</i> ☒ Preliminary approval for a material change of use of premises including conceptual design for any associated works that require approval under the planning scheme <i>(i.e. consideration of the proposal concept)</i> AND / OR ☐ Development permit for a material change of use of premises including conceptual design for any associated works that require approval under the planning scheme.
The subject land For the definition of "gross floor area" go to the planning scheme against which the application will be assessed.	2. How the subject land is identified in the planning scheme <i>(name the zone, precinct etc.)</i> Rural Zone 3. Existing gross floor area: <i>(if applicable)</i> - 4. Are there any existing easements on the land? ☒ NO ☐ YES – attach plans of the location and details of the purpose of the easement
Material change of use details	5. Details of the change to the use of the land: <i>(eg. vacant land to shopping centre, house to apartment building, vacant land to industry (tyre manufacturing) etc.)</i> Vacant to Mixed Use Development - see attached report 6. Number of employees: N/A 7. Operating days and hours: N/A
Associated building works details <i>(if applicable)</i> For the definition of "site cover", "gross floor area" and "storey" go to the planning scheme against which the application will be assessed.	8. Site cover: N/A 9. Gross floor area: N/A 10. Number of on-site car parking spaces: N/A 11. Number of storeys / maximum height above natural ground: N/A 12. Number of employees N/A 13. Hours and days the use will operate N/A
Associated operational works details <i>(if applicable)</i>	14. Details of associated operational works <i>(eg. landscaping, cut and fill, drainage, road works etc.)</i> N/A

PLEASE NOTE

This application **cannot** be accepted unless accompanied by Part A of Form 1.

The assessment manager may refuse to accept an application that, at the time of lodgement, fails to provide all applicable information requested by Part A and any other relevant part of Form 1.

OFFICE USE ONLY *(applicable to assessment manager)*

DATE RECEIVED		REFERENCE NUMBER/S	
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Form 1 Development Application

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Environmentally relevant activity (ERA)

PART G

Completion of **all questions** on Part G is **mandatory** for all applications involving assessment against the *Environmental Protection Act 1994* for ERAs (i.e. material change of use of premises for an ERA or development for a mobile or temporary ERA) for which a Code of Environmental Compliance has not been made.

For further information about environmentally relevant activities refer to **Guide 4 Environmentally relevant activities** available free from www.ipa.qld.gov.au or the Environmental Protection Agency's (EPA's) information sheets available free from www.epa.qld.gov.au under Ecoaccess/ business and industry. Alternatively, contact the local government.

Nature of the application

To identify who the administering authority is for each ERA, refer to Schedule 1 of the *Environmental Protection Regulation 1998* or the information sheets or contact the EPA or local government.

Note: The operator of an ERA must be registered. A registration form is available on the EPA's website or from the relevant local government.

1. Identify each existing (if any) and all proposed ERA(s) (eg. ERA 3) and its description: (attach list if necessary)

- (i) ERA name and number: (eg. increase in threshold for ERA 3 – Pig Farming)

73 Marina

Is the ERA mobile or temporary?

☒ NO

☐ YES – identify below all local government areas in which it is intended to operate

Details of **existing** ERA (if applicable)

☐ Level 1

☐ Level 2

Threshold:

(eg. less than 5,000 standard pig units)

Details of **proposed** ERA (if applicable)

☐ Level 1

☐ Level 2

Threshold:

(eg. less than 5,000 standard pig units)

Undetermined at this preliminary stage

- (ii) ERA name and number:

Is the ERA mobile or temporary?

☐ NO

☐ YES – identify below all local government areas in which it is intended to operate

Details of **existing** ERA (if applicable)

☐ Level 1

☐ Level 2

Threshold:

Details of **proposed** ERA (if applicable)

☐ Level 1 ☐ Level 2

Threshold:

Nature of the application (cont)	(iii) ERA name and number: Is the ERA mobile or temporary? ☐ NO ☐ YES – identify below all local government areas in which it is intended to operate Details of existing ERA (if applicable) ☐ Level 1 ☐ Level 2 Threshold: Details of proposed ERA (if applicable) ☐ Level 1 ☐ Level 2 Threshold:												
The subject land	2. Does this application require assessment against a planning scheme? ☐ NO ☒ YES – complete other relevant parts of the IDAS Application Form 1												
The proposal This information required for all applications for an ERA. An application for an ERA must be supported by enough information to enable the administering authority to decide the application, including, for example, relevant information about the likely risks to the environment, details of waste to be generated and any waste minimisation strategy.	3. Confirm, by ticking the applicable box(es), that the following details are provided in plans and written information supporting this application: ☒ (i) A description of the existing environment (i.e. maps of the land and surrounding area, zoning of the land and surrounding areas); ☒ (ii) Details of the distance to any watercourse, dam, bore etc on or adjoining the land; ☒ (iii) Details of any of the following types of materials currently stored on the land (i.e. flammable and combustible materials, chemicals, other hazardous substances); ☒ (iv) Details of any acid sulphate soils within or adjoining the land.												
Fee payable	4. Confirm, by ticking the applicable box(es), that the following details are provided in plans and written information supporting this application: ☒ (i) A description of the activity (i.e. proposed operation and activities, discharge points, process details); ☐ (ii) Details of stormwater runoff management and disposal (i.e. stormwater management plans); ☐ (iii) Details of waste produced, including solid and liquid waste (i.e. waste management, waste minimisation plan, trade waste permit); ☐ (iv) Details of contaminant releases and their impacts on the receiving environment (i.e. discharge to waters, air, land; generation of noise, discharge of other contaminants); ☐ (v) Details of any of the following types of materials proposed to be stored (i.e. flammable & combustible materials, chemicals, other hazardous substances); ☐ (vi) Details of proposed hours of operation; ☐ (vii) Details of business trading name.												
Fee payable	5. Details of the fee payable for each ERA listed in Question 1: <table border="1" style="width: 100%;"> <thead> <tr> <th style="width: 70%;">ERA</th> <th style="width: 30%;">Applicable Fee</th> </tr> </thead> <tbody> <tr> <td>(i)</td> <td></td> </tr> <tr> <td>(ii)</td> <td></td> </tr> <tr> <td>(iii)</td> <td></td> </tr> <tr> <td>(iv)</td> <td></td> </tr> <tr> <td>(v)</td> <td></td> </tr> </tbody> </table>	ERA	Applicable Fee	(i)		(ii)		(iii)		(iv)		(v)	
ERA	Applicable Fee												
(i)													
(ii)													
(iii)													
(iv)													
(v)													

PLEASE NOTE

PART G of Form 1 **cannot** be accepted by the assessment manager unless accompanied by PART A of Form 1.

The assessment manager may refuse to accept an application that, at the time of lodgement, fails to provide all applicable information requested by Part A and any other relevant part of Form 1.

Form 1 Development Application

idas

Preliminary approval overriding the planning scheme

ATTACHMENT
2

The completion of Attachment 2 is **mandatory** where an applicant is seeking approval under s3.1.6 of the IPA to vary the effect of a local planning scheme.

Proposed level of assessment

A preliminary approval may state that any development that may take place on the land, the subject of the approval, may be either assessable (requiring code or impact assessment), self-assessable or exempt development or any combination of assessable, self-assessable or exempt development.

1. It is proposed that development resulting from this approval be:

☒ (i) Code assessable development - *provide details below*

See attached report

☒ (ii) Self-assessable development - *provide details below*

See attached report

☒ (iii) Exempt development - *provide details below*

See attached report

Proposed applicable codes

A preliminary approval may identify any codes applying to development on the land.

2. List below the codes proposed to be applicable to any development resulting from this approval - *details of these codes must be attached to this application.*

See attached report

PLEASE NOTE

ATTACHMENT 2 of Form 1 **cannot** be accepted by the assessment manager unless accompanied by PART A of Form 1.

The assessment manager may refuse to accept an application that, at the time of lodgement, fails to provide all applicable information requested by Part A and any other relevant part of Form 1.

OFFICE USE ONLY *(applicable to assessment manager)*

DATE RECEIVED		REFERENCE NUMBER/S	
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Form 1 Development Application

idas

Referrals checklist

Completion of **all questions** on the Referrals Checklist is **mandatory** for all applications, other than those requiring the completion of Parts A & B only.

It is the responsibility of the applicant to work with the assessment manager to correctly identify if an application involves referral to an IDAS referral agency for their assessment and determination, or comment and / or the coordination of any information request by the Chief Executive DLGP through the referral coordination process. The checklist contains a number of questions to aid in this determination.

If your application does involve referral, the assessment manager will confirm in the acknowledgement notice the referral actions required.

To assist you in answering the following questions a series of guides are available free from www.ipa.qld.gov.au.

REFERRALS THAT CAN APPLY TO DEVELOPMENT

- other than building work assessable against the Standard Building Regulation 1993

Environmentally relevant activity

For more information refer to Guide 4 *Assessment of Environmentally Relevant Activities (ERA)*, schedule 8A of the IPA & schedule 2 of the IP Regulation.

Unless you answered "none of the above" to Q1, the application requires assessment by the administering authority¹. If an agency other than the administering authority is the assessment manager for the application, the administering authority is a concurrence agency for the application in relation to this matter.

Note: An application involving ERA 19 and/or 20 will also require completion of Part K₇ of Form 1 for approval **where** an allocation under the *Water Act 2000* is required.

1. The application involves (tick applicable box/es) –

- ☒ (i) an environmentally relevant activity (ERA) for which a code for environmental compliance has **not** been made- *complete Part G of Form 1*
- ☐ (ii) a mobile or temporary ERA for which a code of environmental compliance has **not** been made - *complete Part G of Form 1*
- ☐ (iii) none of the above

¹ The administering authority may be either the Environmental Protection Agency, the relevant local government (for a devolved ERA) or the Queensland Department of Primary Industries and Fisheries (for a delegated ERA).

State-controlled road matters

For more information refer to Guide 3 Referrals in relation to State-controlled road matters, schedule 8A of the IPA & schedule 2 of the IP Regulation.

Unless you answered "none of the above" to Q2, the application triggers referral to Main Roads as referral agency.

In certain circumstances Main Roads will be an advice agency, while in other circumstances Main Roads will be a concurrence agency. Schedule 2 of the IP Regulation will assist you to determine where Main Roads is an advice or concurrence agency for the application.

FUTURE
STAGES
MAY
TRIGGER

2. The application involves development on land: (tick applicable box/es) -

(a) **contiguous²** to a State controlled road that is for -

- ☐ (i) a material change of use assessable against the planning scheme;
- ☐ (ii) reconfiguring a lot - unless the number of lots does not increase and the number of lots abutting the State-controlled road does not increase;
- ☐ (iii) operational work not associated with a material change of use assessable against the planning scheme or reconfiguring a lot that-
 - is associated with access to a State-controlled road;
 - is for filling or excavation;
- ☐ (iv) operational work or building work (for a non-residential purpose and not associated with an assessable reconfiguration or a material change of use assessable against a planning scheme) that involves the redirection or intensification of site stormwater from the site, through a pipe with a cross-sectional area greater than 250mm² that directs stormwater to a State-controlled road;

(b) **not contiguous** to a State-controlled road that is -

- ☐ (iv) proposed within a local government area that has a transitional planning scheme and is for development -
 - mentioned in schedule 5 of the IP Regulation and exceeds the thresholds set in that schedule
- ☐ (v) proposed within a local government area that has an IPA planning scheme and is for development -
 - mentioned in schedule 5 of the IP Regulation and exceeds the thresholds set in that schedule
 - inconsistent with plans for State-controlled road infrastructure

(c) ☐ none of the above

Clearing vegetation

For more information refer to Guide 12 Vegetation clearing made assessable under Schedule 8 of IPA, schedule 8A of the IPA & schedule 2 of the IP Regulation.

Unless you answered "none of the above" to Q3, the application requires assessment by NR&M³. If an agency other than NR&M is the assessment manager for the application, NR&M is a concurrence agency for the application in relation to this matter.

3. The application involves: (tick applicable box) -

- ☐ (a) **operational work** for the clearing of native vegetation where the vegetation clearing is made assessable under Schedule 8 of the IPA - complete Part J of Form 1
- ☐ (b) a **material change of if** -
 - (i) the lot contains -
 - a category 1, 2 or 3 area shown on a property map of assessable vegetation; or
 - if there is no property map of assessable vegetation for the lot - remnant vegetation; and
 - (ii) the existing use of the land is a rural or environmental use; and
 - (iii) the size of the land is 2 hectares or larger - complete Part J of Form 1
- ☐ (c) **reconfiguration of a lot if** -
 - (i) the lot contains -
 - a category 1, 2 or 3 area shown on a property map of assessable vegetation; or
 - there is no property map of assessable vegetation for the lot - remnant vegetation; and
 - (ii) the size of the lot before the reconfiguration is 2 hectares or larger; and
 - (iii) 2 or more lots are created; and
 - (iv) the size of any lot created is 25 hectares or smaller - complete Part J of Form 1
- ☒ (d) none of the above

Strategic port land

For more information refer to Guide 11 Development on strategic port land, schedule 8A of the IPA & schedule 2 of the IP Regulation.

If you answered "YES" to Q4, the relevant Port Authority is the assessment manager and Queensland Transport is a concurrence agency for the application.

4. Does the application involve a material change of use on strategic port land that is **inconsistent** with the approved land use plan under the *Transport Infrastructure Act 1994*?

- ☒ NO
- ☐ YES - complete Part I of Form 1

² Land contiguous to a State-controlled road is defined in schedule 14 of the IP Regulation to mean land if part of the land is within 100m of the State-controlled road or land that is part of a future State-controlled road)

³ Department of Natural Resources and Mines

Acid sulfate soils For more information refer to <u>Guide 10 Acid sulfate soils</u> & schedule 2 of the <u>IP Regulation</u>. Unless you answered "none of the above" to Q5, the application requires assessment by NR&M. If an agency other than NR&M is the assessment manager for the application, NR&M is a concurrence agency for the application in relation to this matter.	5. The application involves assessable development (other than building work only assessable against the <i>Standard Building Regulation</i>) on land situated in an identified⁴ local government area and where the surface of the land is: (tick applicable box) - ☒ (i) below 20m AHD⁵ and the development involves the excavation of 1000m³ or more of soil or sediment at or below 5m AHD; or ☒ (ii) at or below 5m AHD and the development involves filling the site with 1000m³ or more of material ☐ (iii) none of the above
Major hazard facilities or possible major hazard facilities For more information refer to <u>Guide 17 Major Hazard Facility or Possible Major Hazard Facility</u>, schedule 8A of the <u>IPA</u> & schedule 2 of the <u>IP Regulation</u>. If you answered "YES" to Q6, the application requires assessment by DES⁶. If an agency other than DES is the assessment manager for the application, DES is a concurrence agency for the application in relation to this matter.	6. Does the application involve a material change of use for a major hazard facility or possible major hazard facility as defined under the <i>Dangerous Goods Safety Management Act 2000</i>? ☒ NO ☐ YES - complete Part L of Form 1
Water related development For more information about items (i) – (iv), refer to <u>Guide 15 Water related development</u>, schedule 8A of the <u>IPA</u> & schedule 2 of the <u>IP Regulation</u>. For more information about item (v), refer to <u>Guide 14 Does my application involve assessment of a referable dam?</u>, schedule 8A of the <u>IPA</u> & schedule 2 of the <u>IP Regulation</u>. Unless you answered "none of the above", the application requires assessment by NR&M. If an agency other than NR&M is the assessment manager for the application, NR&M is a concurrence agency for the application in relation to this matter.	7. The application involves operational work that is: (tick applicable box(es)) ☐ (i) in a watercourse (eg. a pump, gravity diversion, stream re-direction, weir or dam) ☐ (ii) for an artesian bore anywhere in the State, no matter what the use ☐ (iii) for a subartesian bore, in declared groundwater area⁷, for use for purposes other than stock and/or domestic use ☐ (iv) for a subartesian bore, in certain declared groundwater area, for use for stock and/or domestic purposes ☐ (v) for a referable dam⁸ ☐ (vi) for taking overland flow water; ☒ (vii) none of the above.
Removal of quarry material from a watercourse For more information refer to <u>Guide 16 Removal of quarry material from a watercourse</u>, schedule 8A of the <u>IPA</u> & schedule 2 of the <u>IP Regulation</u>. If you answered "YES" to Q8, the application requires assessment by NR&M. If an agency other than NR&M is the assessment manager for the application, NR&M is a concurrence agency for the application in relation to this matter. Note: Part G of Form 1 is required to be completed as the activity of removing quarry material from a watercourse is also an Environmentally Relevant Activity (ERA).	8. Does the application involve development for the removal of quarry material from a watercourse⁹ under an allocation notice given under the <i>Water Act 2000</i>? ☒ NO ☐ YES - complete Part K₇ and G of Form 1
Operational works in a tidal area or coastal management district For more information refer to <u>Guide 18 Coastal development</u>, schedule 8A of the <u>IPA</u> & schedule 2 of the <u>IP Regulation</u>. If you answered "YES" to Q9, the application requires assessment by EPA. If an agency other than EPA is the assessment manager for the application, EPA is a concurrence agency for the application in relation to this matter.	9. Does the application involve operational works in a tidal area or coastal management district as defined under the <i>Coastal Protection and Management Act 1995</i>? ☒ NO ☐ YES – complete Part M of Form 1

⁴ The identified local government areas are: Aurukun, Bowen, Brisbane, Broadsound, Bundaberg, Burdekin, Burke, Burnett, Caboolture, Cairns, Calliope, Caloundra, Cardwell, Carpentaria, Cook, Cooloolo, Douglas, Fitzroy, Gladstone, Gold Coast, Hervey Bay, Hinchinbrooke, Isis, Johnstone, Livingstone, Logan, Mackay, Maroochy, Maryborough, Mirum Vale, Mornington, Noosa, Pine Rivers, Redcliffe, Redland, Rockhampton, Sarina, Thuringowa, Tiara, Torres, Townsville, Whitsunday.

⁵ Australian Height Datum (AHD)

⁶ Department of Emergency Services

⁷ The declared ground water areas are listed in Guide 13 Development in a declared catchment area

⁸ Referable dam is defined under the *Water Act 2000*

⁹ Watercourse is defined in sch 10 of the IPA

Tidal works and coastal management

For more information refer to Guide 18 Coastal development, schedule 8A of the IPA & schedule 2 of the IP Regulation.

Unless you answered "none of the above", the application triggers referral to QT¹⁰ (Maritime Safety Qld) as concurrence agency.

10. The application involves operational work that is: (tick the applicable box/es)

- ☐ (i) tidal work¹¹ – complete Part M of Form 1
- ☐ (ii) disposing of dredge spoil or other solid material in tidal water – complete Part M of Form 1
- ☐ (iii) reclaiming land under tidal water – complete Part M of Form 1
- ☐ (iv) constructing a canal¹² if the canal is associated with reconfiguring a lot – complete Part M of Form 1
- ☒ (v) none of the above.

Coastal management

For more information refer to Guide 18 Coastal development, schedule 8A of the IPA & schedule 2 of the IP Regulation.

Unless you answered "none of the above", the application requires assessment by EPA. If an agency other than EPA is the assessment manager for the application, EPA is a concurrence agency for the application in relation to this matter.

11. The application involves: (tick the applicable box/es)

- ☒ (i) a **material change of use involving operational work** carried out completely or partly in a coastal management district¹³ and assessable under a planning scheme
- ☐ (ii) a **material change of use involving building work** carried out completely or partly in a coastal management district and assessable under a planning scheme that is –
- the construction of a new premises with a GFA¹⁴ of at least 1000m²
 - the enlargement of the GFA of an existing premises by more than 1000m²
- ☐ (iii) assessable **reconfiguration** of a lot where the land is situated completely or partly in a coastal management district – complete Part M of Form 1
- ☐ (iv) assessable **reconfiguration** of a lot¹⁵ in connection with the construction of a canal – complete Part M of Form 1
- ☐ (v) none of the above

Development below high water mark

For more information refer to Guide 18 Coastal development, schedule 8A of the IPA & schedule 2 of the IP Regulation.

If you answered "YES" to Q12, the application triggers referral to the Port Authority.

The Port Authority is concurrence agency if the development is –

- within 200m of a shipping channel or an entry and exit shipping corridor for the port
- within 1000m of a swing basin, a commercial shipping wharf, a mooring, anchorage or spoil grounds;
- within 1000m of a planned port facility identified in a land use plan approved under the *Transport Infrastructure Act 1994*.

In all other situation the Port Authority is advice agency.

12. Does the application involve development below high water mark¹⁶ and within the limits of a port under the *Transport Infrastructure Act 1994*?

- ☒ NO
- ☐ YES – complete Part M of Form 1

Marinas

For more information refer to Guide 18 Coastal development, schedule 8A of the IPA & schedule 2 of the IP Regulation.

If you answered "YES" to Q13, the application triggers referral to Queensland Fire and Rescue Service as an advice agency.

13. Does the application involve operational work that is tidal work for a marina¹⁷ with more than 6 vessel berths?

- ☒ NO
- ☐ YES – complete Part M of Form 1

Tidal works in strategic port land tidal areas

For more information refer to Guide 18 Coastal development, schedule 8A of the IPA & schedule 2 of the IP Regulation.

If you answered "YES" to Q14, the relevant port authority is the assessment manager for the application and EPA and Queensland Transport are concurrence agencies for the application.

14. Does the application involve tidal works within the limits of strategic port land tidal areas¹⁸?

- ☒ NO
- ☐ YES – complete Part M of Form 1

¹⁰ Queensland Transport

¹¹ Tidal work is defined in sch 10 of the IPA

¹² Canal means canal as defined under the *Coastal Protection and Management Act 1995*

¹³ Coastal management district is defined in sch 10 of the IPA and means a coastal management district under the *Coastal Protection and Management Act 1995*, other than an area declared as a coastal management district under section 47(2) of that Act

¹⁴ GFA is defined in sch 14 of the IPA to mean the gross floor area. For a definition of how to calculate GFA, go to the planning scheme against which the application is being assessed.

¹⁵ Under s117 of the *Coastal Protection and Management Act 1995*, an application for reconfiguration, where the reconfiguration is associated with the construction of an artificial waterway, must be accompanied by the application for the operational works to construct the artificial waterway.

¹⁶ High water mark is defined in the *Coastal Protection and Management Act 1995* and means the ordinary high water mark at spring tide

¹⁷ Marina is defined in the *Transport Operations (Maritime Pollution) Regulation 1995*

¹⁸ Strategic port land tidal areas are the areas generally 50 meters seaward of high water mark adjacent to strategic port land.

Heritage

For further information refer to Guide 19 Development in a heritage registered place, schedule 8A of the IPA & schedule 2 of the IP Regulation.

If you answered "YES" to Q15, the application triggers referral to the Queensland Heritage Council as concurrence agency for the application.

15. Does the application involve development in a heritage registered place as defined under the *Queensland Heritage Act 1992*?

- ☒ NO
☐ YES – complete Part C of Form 1

Declared catchment areas

For more information, including a list of the declared catchment areas within Queensland, refer to Guide 13 Development in a declared catchment area, schedule 8A of the IPA & schedule 2 of the IP Regulation.

Unless you answered "none of the above", the application requires assessment by NR&M. If an agency other than NR&M is the assessment manager for the application, NR&M is a concurrence agency for the application in relation to this matter.

16. The application involves development in an areas declared to be a catchment area under the *Water Act 2000* for: (tick the applicable box/es)

- ☐ (i) reconfiguration of a lot, if any lot resulting from the reconfiguration is less than 16 hectares;
☐ (ii) the establishment or expansion of a waste water disposal system, other than a disposal system for carrying out an environmentally relevant activity under the *Environmental Protection Act 1994*
☒ (iii) none of the above

Contaminated land

Applications involving material change of use and / or reconfiguring a lot may trigger this referral.

For more information refer to Guide 5 Contaminated land matters, schedule 8A of the IPA & schedule 2 of the IP Regulation.

If you answered "YES" to Q17, the application requires assessment by EPA. If an agency other than EPA is the assessment manager for the application, EPA will be a concurrence agency for the application in relation to this matter.

17. This application involves: (tick the applicable box/es) –

- ☐ (a) **reconfiguring a lot** for which all of part of the premises are –
- (i) premises mentioned in the IPA, schedule 8, part 1, table 2 –
 - item 5, including the exemption otherwise provided for by paragraph (d);
 - item 6, including the exemption otherwise provided for by paragraph (e); or
 - item 7,
 - including the exemption otherwise provided for a mining activity or petroleum activity; or
 - (ii) in an area for which an area management advice has been given for unexploded ordnance - complete Part N of Form 1
- ☐ (b) a **material change of use** –
- (i) made assessable under the IPA, schedule 8, part 1, table 2, items 5 to 7; or
 - (ii) if all or part of the premises is in an area for which an area management advice has been given for unexploded ordnance - complete Part N of Form 1

Electricity infrastructure

For more information refer to schedule 2 of the IP Regulation.

Unless you answered "none of the above", the application triggers referral to the agency to which the easement is granted in favour of as advice agency.

18. The application involves: (tick the applicable box/es)

- ☐ (i) reconfiguration of a lot where any part of the lot is –
- subject to an easement in favour of a distribution entity or transmission entity under the *Electricity Act 1994* and the easement is for a transmission grid or supply network under that Act; or
 - situated within 100m of a substation site;
- ☐ (ii) a material change of use, assessable against a planning scheme and not associated with reconfiguring a lot if –
- any part of the premises is subject to an easement in favour of a distribution entity or transmission entity under the *Electricity Act 1994* and the easement is for a transmission grid or supply network under that Act; and
 - any structure or work that is the natural and ordinary consequence of the use is, or will be, located wholly or partly in the easement;
- ☐ (iii) a material change of use, assessable against a planning scheme and not associated with reconfiguring a lot if any part of the premises is situated within 100m of a substation site
- ☐ (iv) operational work that is filling or excavation, not associated with reconfiguring a lot, if –
- any part of the premises is subject to an easement in favour of a distribution entity or transmission entity under the *Electricity Act 1994*; and
 - the work is located wholly or partly in the easement
- ☐ (v) none of the above.

Land designated for community infrastructure

Applications involving development on land designated for community infrastructure may trigger this referral.

For more information refer to schedule 2 of the IP Regulation.

If you answered "YES" to Q19, the application requires assessment by the chief executive of the department administering the Act authorising the development for the designated purpose. If an agency other than the designator is the assessment manager for the application, the designating agency will be a concurrence agency for the application in relation to this matter.

19. Does the application involve development on land designated for community infrastructure –
- (i) intended to be supplied by a public sector entity; and
 - (ii) on land not owned by or on behalf of the State; and
 - (iii) other than development –
 - for the designated purpose; or
 - carried out by, or on behalf of, the designator

☒ NO

☐ YES
Referral coordination

An information request requires referral coordination if the application involves –

- (i) 3 or more concurrence agencies; or
- (ii) a facility or area assessable under a planning scheme and prescribed in schedule 7 or 8 of the IP Regulation; or
- (iii) development which is subject to an application for preliminary approval mentioned in section 3.1.6 of the IPA.

For more information go to Guide 2 Referral agencies and their role in IDAS and Guide 6 Referral coordination.

20. Does the application trigger referral coordination?

☐ NO

☒ YES - complete Part N of Form 1
Referral agency responses prior to lodgement

Under section 3.3.2 of IPA a referral agency may give a referral agency response on a matter within its jurisdiction about a proposal before an application for the proposal is made to the assessment manager.

This is commonly the case where an application requires referral to a building referral agency (eg. *Qld Fire and Rescue Service*).

21. Did a referral agency give a referral agency response under s3.3.2 of the IPA **before** the application was made to the assessment manager?

☒ NO

☐ YES - attach a copy of the referral agency/s response/s
BUILDING REFERRALS

N/A

Referrals that can apply to an application involving building work assessable against the Standard Building Regulation

NOTE: If an application does not involve the completion of Part B of Form 1, the triggers identified in Questions 22 to 32 below are **not** applicable.

Fire safety

For more information go to schedule 2 of the IP Regulation

22. The building work the subject of the application requires the installation of a fire safety system?

☐ NO

☐ YES – referral may be required to Qld Fire and Rescue Service as advice agency
Fire safety for budget accommodation

For more information go to schedule 2 of the IP Regulation

23. The building work the subject of the application requires the installation of a fire safety system for a budget accommodation building?

☐ NO

☐ YES – referral may be required to Qld Fire and Rescue Service as advice agency
Spray painting

For more information go to schedule 2 of the IP Regulation

24. The application involves a workplace incorporating spray painting?

☐ NO

☐ YES – referral may be required to the Chief Executive under the Workplace Health and Safety Act 1995 as concurrence agency
Retail meat premises

For more information go to schedule 2 of the IP Regulation

25. The application involves a retail meat premises?

☐ NO

☐ YES – referral may be required to Safe Food Qld as concurrence agency
Private health facilities

For more information go to schedule 2 of the IP Regulation

26. The application involves a private health facility?

☐ NO

☐ YES – referral may be required to the Chief Executive under the Health Act 1937 as concurrence agency
Workplace area less than 2.3m²

For more information go to schedule 2 of the IP Regulation

27. The application involves a workplace area less than 2.3m²?

☐ NO

☐ YES – referral may be required to the Chief Executive under the Workplace Health and Safety Act 1995 as advice agency
Land contiguous to a State-controlled road

For more information go to schedule 2 of the

28. The application involves land contiguous to a State-controlled road?

☐ NO

☐ YES – referral may be required to the Chief Executive under the Transport Infrastructure Act 1994 as concurrence or advice agency

<u>IP Regulation</u>	
Pastoral workers accommodation For more information go to schedule 2 of the <u>IP Regulation</u>	29. The application involves pastoral workers accommodation? ☐ NO ☐ YES – <i>referral may be required to the Chief Executive under the Pastoral Workers' Accommodation Act 1980 as concurrence agency</i>
Child care centre For more information go to schedule 2 of the <u>IP Regulation</u>	30. The application involves a child care centre? ☐ NO ☐ YES – <i>referral may be required to the Chief Executive under the Child Care Act 2002 as concurrence agency</i>
Coastal development For more information go to schedule 2 of the <u>IP Regulation</u>	31. The application involves land completely or partly seaward of a coastal building line ¹⁹ ? ☐ NO ☐ YES – <i>referral may be required to the Chief Executive under the Coastal Protection and Management Act 1995 as concurrence agency</i>
Heritage For more information go to schedule 2 of the <u>IP Regulation</u>	32. The application involves a heritage registered place? ☐ NO ☐ YES – <i>referral may be required to the Heritage Council as concurrence agency</i>

PLEASE NOTE

The assessment manager may refuse to accept an application, which, at the time of lodgement, fails to provide the completed Referrals Checklist (if applicable).

OFFICE USE ONLY (applicable to assessment manager)

DATE RECEIVED		REFERENCE NUMBER/S	
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¹⁹ Coastal building lines are prescribed under the *Coastal Protection and Management Act 1995*.



Figure 6 : Structure Plan

30.06.04





Caboolture Shire Council

Making Lifestyle Really Count

www.caboolture.qld.gov.au

8 November 2004

11 NOV 2004
BY: _____

Enquiries: Mr John Taylor
Direct Phone: 07 5420 0217
Direct Fax: 07 5420 0193

Our Ref: MCU-2004-1420 (sa)

Your Ref:

Jensen Bowers Property Development Consultants
PO Box 799
SPRING HILL QLD 4004

FAXED
9/11/04
12:25pm

Attention: Natalie Rayment

Dear Madam

Re: ACKNOWLEDGEMENT NOTICE

Integrated Planning Act 1997 S3.5.15

Development Application No.: MCU-2004-1420

Property Location:

185 & 195-235 Farry Road, Burpengary

Property Description:

Lot 7 RP 845326 & Lot 24 SP 158298

Development:

Preliminary Approval for Material Change of Use - Mixed use development, including Marina, Residential, Commercial and Retail. Uses all in accordance with a plan of layout and relevant level of assessment tables and codes as well as ERA73 (Marina)

Receipt is acknowledged of the above application and Council confirms the following details:

1. Details of Application

The application seeks development approval for:

PERMIT	Development Permit	Preliminary Approval
Material change of use made assessable by the planning scheme	☐	☒
Or		
Associated work made assessable by the planning scheme and/or other legislation –		
• Operational works	☐	☒



P.O. Box 159, (Shire Administration Centre, 2 Hasking Street) CABOOLTURE QLD 4510
email: ceo@caboolture.qld.gov.au

Telephone: (07) 5420 0100 or 1300 139 130 within Shire (cost of local call)

Facsimile: (07) 5420 0200 ABN 84 582 027 376

2. IDAS Referral Agencies

Should the application not be referred in full to the nominated concurrence agency or agencies within three (3) months of receipt of Council's Acknowledgement Notice the application will lapse in accordance with Section 3.2.12 (2) of the Integrated Planning Act. No refund of fees is applicable in this instance.

Based on the information accompanying the lodged application, referral is required to the IDAS referral agencies, listed below.

It is the responsibility of the applicant to give each referral agency a copy of:

- The application (including application form and supporting material);
- This acknowledgement notice; and
- Any applicable concurrence agency application fee (refer to the *Integrated Planning Regulation 1998* to confirm the applicable referral agencies).

For the applicable addresses, refer to the Queensland Government's Guide 8 on the IPA website at www.ipa.qld.gov.au.

	Referral Trigger	Name of Agency	Status	Address
☒	Development impacting on State-controlled roads	Department of Main Roads (DMR)	Concurrence	PO Box 183 GYMPIE QLD 4570
☒	Impact assessable development on land below 5 metres AHD involving the excavation of more than 1000m ² of material.	Department of Natural Resources and Mines (DNR&M)	Advice	PO Box 1080 CABOOLTURE QLD 4510
☒	Coastal Management. The application involves a material change of use involving operational work carried out completely or partly in a coastal management district and assessable under a planning scheme.	Environmental Protection Agency (EPA)	Concurrence	PO Box 168 COTTON TREE QLD 4558

3. Referral Coordination

This application **triggers** referral coordination under s.3.3.5C of the *Integrated Planning Act 1997*, with respect to the application being for a Preliminary Approval under s.3.1.6 of the *Integrated Planning Act 1997*.

It is the responsibility of the applicant to give the Chief Executive of the Department of Local Government, Planning, Sport and Recreation (DLGPS&R) a copy of:

- The application (including application form and supporting material);
- This acknowledgement notice; and
- Written notice of each Agency's Referral Day *.

The address to send this information is PO Box 31, BRISBANE ALBERT STREET
QLD 4002.

- * *The written notice of each Agency's Referral Day should include written confirmation:*
- *That a copy of the application material and the acknowledgement notice has been given to each IDAS referral agency for the application;*
 - *That all applicable concurrence agency fees have been paid in full; and*
 - *Of the date that this information and the fees were given to each agency.*

4. Level of Assessment

The development applied for requires Impact Assessment.

5. Status of Information Request

A further information request will be made by the Assessment Manager. Regardless of this advice, any concurrence agency for the application or the Chief Executive (in the case of a referral coordination) may also make an information request.

6. Application requesting assessment under the Superseded Planning Scheme

Not Applicable.

7. Preliminary approval overriding the Planning Scheme

As described in the development description above.

You are further advised that the truth and accuracy of the information provided in the application form and accompanying information is relied on when assessing and deciding this application. If you find an inaccuracy in any of the information provided above or have a query or seek clarification about any of these details, please contact Council's Planning and Environment Unit as above referenced.

Yours faithfully



LEO JENSEN

MANAGER PLANNING & ENVIRONMENT



Our Ref: **20430-M**
Date: **26 November 2007**

Attn: **Amanda Dryden and John Taylor**

Caboolture Shire Council
PO Box 159
CABOOLTURE QLD 4510

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743 Ann Street (PO Box 1559)
Fortitude Valley Queensland
Australia 4006

Via: Mail

Dear Amanda and John

**RE: NORTHEAST BUSINESS PARK
CHANGE TO THE "MARINA" DEVELOPMENT APPLICATION
FARRY ROAD, BURPENGARY
CSC REF: MCU-2004-1420**

As discussed, we write on behalf of our Client, Northeast Business Park Pty Ltd, in lodging changes to this development application under s.3.2.9 of the *Integrated Planning Act 1997*.

This application is referred to as the "Marina" Development Application, and seeks a Preliminary Approval overriding the Planning Scheme, as lodged with Council on 8 October 2004. To date, the Marina Development Application has progressed through the IDAS's Application Stage and is currently within the Information and Referral Stage and is subject to Referral Coordination under now superseded provisions of the *IPA*. The former DLGPSR has extended the Applicant's Information Request response period to 31 January 2008.

As you are aware, the Northeast Business Park project (NEBP) has a related application on Nolan Drive, Morayfield (the "Business Park" Development Application), and that these joint proposals have been declared a "significant project" by the Coordinator-General under the *State Development and Public Works Organisation Act 1971* (SDPWOA). The EIS is now nearing completion, and is anticipated to go on public display under the SDPWOA in the near future.

Changes to the Development Application are being lodged at this point in order for the changes to be included as part of the EIS documentation. This timing and process has been adopted in order to provide clarity to all parties and stakeholders regarding the nature of the changes sought through the EIS assessment process.

Proposed Changes

Through the combination of the two applications and the evolution of the design during the EIS preparation, the NEBP project is now more comprehensive and differs in detail compared to the original applications. Accordingly, this letter and the attachments set out changes to the Marina Development Application under s.3.2.9 of the *IPA* to match the scope of the EIS proposal.

In summary, the changes to the Marina Development Application are as follows:

- Amendments to the Site Area as shown on **Attachment A** (PMM Drawing 20430-40), being
 - an expansion of the application's extent to include L12 RP145197, L17 RP902072, the areas of Lot 10 within the Main Boulevard required for access purposes, and land generally to the south and east of Raff Creek, being the land proposed for the Marina Precincts, Residential Precincts and parts of the Open Space Precincts (land owners' consent is attached, refer to **Attachment B**);



- Amendments to the Development Proposals and the detail of the proposed provisions overriding the Planning Scheme (replacing the information which accompanied the application), to seek approval for:
 - the NEBP Area Plan (including the NEBP Structure Plan) across the amended Marina Development Application area;
 - the proposed uses, which are to be as per the NEBP Area Plan and replicated in the Schedule below. In summary, the proposed uses are those anticipated in the Marina Precincts, Residential Precincts and the components of the Open Space Precincts which fall within the extent of the Marina Development Application, including the Golf Club and Course;
 - Preliminary Approvals for Environmentally Relevant Activities 11 Fuel Storage, 22 Screening, 69 Boat Maintaining and 73 Marina;
 - Preliminary Approval for bulk earthworks; and
 - facilitation of a corridor for the Department of Main Road's potential North-South Arterial Road, including access to the Buchanan Rd interchange.

The detailed information of these changes is set out in Town Planning Report and NEBP Area Plan as contained in EIS Technical Appendix C, along with supporting information contained within the EIS documentation and its supporting technical appendices (forthcoming).

The following table, drawn from the Planning Report within the EIS, sets out the relevant site and application details as changed.

Marina Development Application		
Application	As submitted	As Changed
Site	L7 RP845326 L24 SP158298	L7 RP845326 L12 RP145197 L17 RP902072 L24 SP158298 Part L10 RP902079
Application Date	8/10/2004	
Caboolture Shire Council Ref:	MCU-2004-1420	
Referral Coordination Unit Ref:	RCU1666	
Application Type	Preliminary Approval overriding the Planning Scheme (s3.1.6)	Preliminary Approval overriding the Planning Scheme (s3.1.6) for the <i>NEBP Area Plan</i>
Development Sought		
MCU – Uses	Mix of uses (refer to Schedule below)	Mix of uses (refer to Schedule below)
MCU – ERA	ERA 73 Marina	ERA 11 Crude Oil or Petroleum Product Storing ERA 22 Screening materials ERA 69 Boat maintaining ERA 73 – Marina
ROL	Not Sought	Not Sought
Operational Work	Not Sought	General Operational Work (Preliminary Approval)
Building Work	General Building Work (Preliminary Approval)	General Building Work (Preliminary Approval)



Marina Development Application		
Application	As submitted	As Changed
<u>IDAS Status</u> <i>Application Stage</i>	Acknowledgement Notice issued 08/11/2004	Revised Acknowledgement Notice now required
<i>Information and Referral Stage</i>	Referral Coordination Information Request issued 21/01/2005 The Information Request response period has been extended a number of times. Current Information Request Response due date – 31/01/2008	SDPWOA EIS process overrides the IDAS Information and Referral Stage
<i>Notification Stage</i>	Public Notification has not occurred.	SDPWOA EIS process overrides the IDAS Public Notification Stage
<i>Decision Stage</i>	The Decision Stage has not commenced.	Will commence upon issue of the CoG's Report
Referral Agencies	Department of Main Roads – development impacting on State-controlled roads (Concurrence Agency)	Department of Main Roads – development impacting on State-controlled roads (Concurrence Agency)
	Environmental Protection Agency – Coastal Management (Concurrence Agency)	Environmental Protection Agency – Coastal Management (Concurrence Agency)
	Department of Natural Resources and Mines – Acid Sulfate Soils (Advice Agency)	Department of Natural Resources and Mines – Acid Sulfate Soils (Advice Agency)

Schedule of Uses in the Marina Development Application	
As Submitted	As Changed
Definitions as per the 1998 Town Planning Scheme	Definitions as per the Planning Scheme 2005
Marina Commercial Retail Residential	Accommodation Building Car Parking Facility Car Wash Caretaker's Residence Child Care Centre Dependent Person's Accommodation Display Home Dual Occupancy Dwelling House Educational Establishment Entertainment and Recreation (Indoors) Entertainment and Recreation (Outdoors) Estate Sales Office Fuel Depot Home Based Business Hotel Landscape Supply Centre Marina Market Medical Centre Multiple Dwellings Office Park Place of Worship Public Utility Relocatable Home Park Restaurant Retail Showroom Retirement Village Sales or Hire Yard Service Industry Service Station Shop Special Care Facility Storage Facility Surgery Take Away Food Outlet Telecommunication Facility Vehicle Sales and Service Veterinary Establishment



Extent of Changes

For an existing development application, adding to or amending the land the subject of that Development Application is permissible under Section 3.2.9 of the *Integrated Planning Act 1997*. Section 3.2.9 is silent regarding the extent of changes, but does require assessment of the Development Application to restart the IDAS process at the issuing of an Acknowledgement Notice.

We understand that there have not been any disputes in the Planning and Environment Court about adding land to a development application where the applicant intends to publicly notify the development application, either for the first time or for a subsequent time in the future. This is the case here – advertising of the development application will occur through the EIS process under the *SDPWOA*.

In this case, the changes, looked at broadly and fairly, are relatively minor for such a large proposal. In totality, the land subject of both development applications is almost identical. Changes to the individual lots the subject of each development application reflect the sensible and logical demarcation of the proposed land uses for the overall development and the proposed locations of the primary land uses as originally included in the Development Application.

Assessment of Changed Applications

The Development Application must be acknowledged, assessed and decided according to the law in existence when the each applications was made, subject to the ability of the assessing authority to give weight to later laws and policies for assessment purposes and only in certain circumstances. That this is the case is evident from the *Acts Interpretation Act 1954* section 20(2)(c), qualified as it is to the limited extent provided by the *Integrated Planning Act 1997* section 3.5.6.

Accordingly:

- assessable development within a changed Development Application is limited to the matters which were assessable development at the time the application was made (such that any matters which have become assessable development under the current law since the time the application was made must be subject to a separate Development Application); and
- referral agencies and jurisdictions for a Development Application are limited to those identified in Schedule 2 of the *Integrated Planning Regulation 1998* which applied at the time the application was made (ie, referral agencies and jurisdictions under the current law which did not apply at the time the original development application was made are not, and cannot be referral agencies for the changed development application).

Other than seeking Preliminary Approval for Operational Work for bulk earthworks, the changed applications do not address aspects of Operational Work which were assessable development at the time of lodgement.

Since the submission of the Marina Development Application, the significant changes in the regulatory environment are:

- amendments to the *IPA*, including:
 - alterations to the definitions of components of "development", primarily to the definitions of Material Change of Use and Operational Works; and
 - alterations to the referral triggers;



- commencement and amendment of the South East Queensland Regional Plan; and
- commencement of the *Caboolture Shire Plan 2005*.

We note that the version of *IPA* applicable to the Marina Development Application (as submitted on 8 October 2002) is *IPA Rev 5G*, effective from 17 October 2004.

Forward Process

Based on the above, upon receipt of this change to the Development Application, the IDAS process stops and re-starts at the commencement of the Acknowledgement Period. Accordingly, as the IDAS process re-starts, this change to the application replaces the need for the Applicant to seek further extensions to the Information Request response period.

As you are aware, the *SDPWOA* overrides the IDAS process so that the Information and Referral Stage and Notification Stage do not apply. We recommend that the replacement Acknowledgement Notice note that these IDAS Stages do not apply for a declared significant project under the *SDPWOA*.

Under the *SDPWOA*'s provisions affecting the IDAS, we note that the Assessment Manager's IDAS Decision Stage commences when the Coordinator-General gives the assessment manager the Coordinator-General's Report on the EIS.

We note that through these changes, this application remains a 'properly made application' in accordance with Section 3.2.1 of the Integrated Planning Act 1997 (IPA).

As mentioned, the complete package of supporting information will be included within the EIS (specifically, as Appendix C to the EIS), so that assessment of the changed application is to occur as part of the EIS assessment process.

We trust this information is sufficient for your purposes, however should you require any further details or clarification, please do not hesitate to contact the writer or Wayne Window by telephone on 3237 8899.

Yours faithfully

PMM BRISBANE PTY LTD

CAMERON HOFFMANN

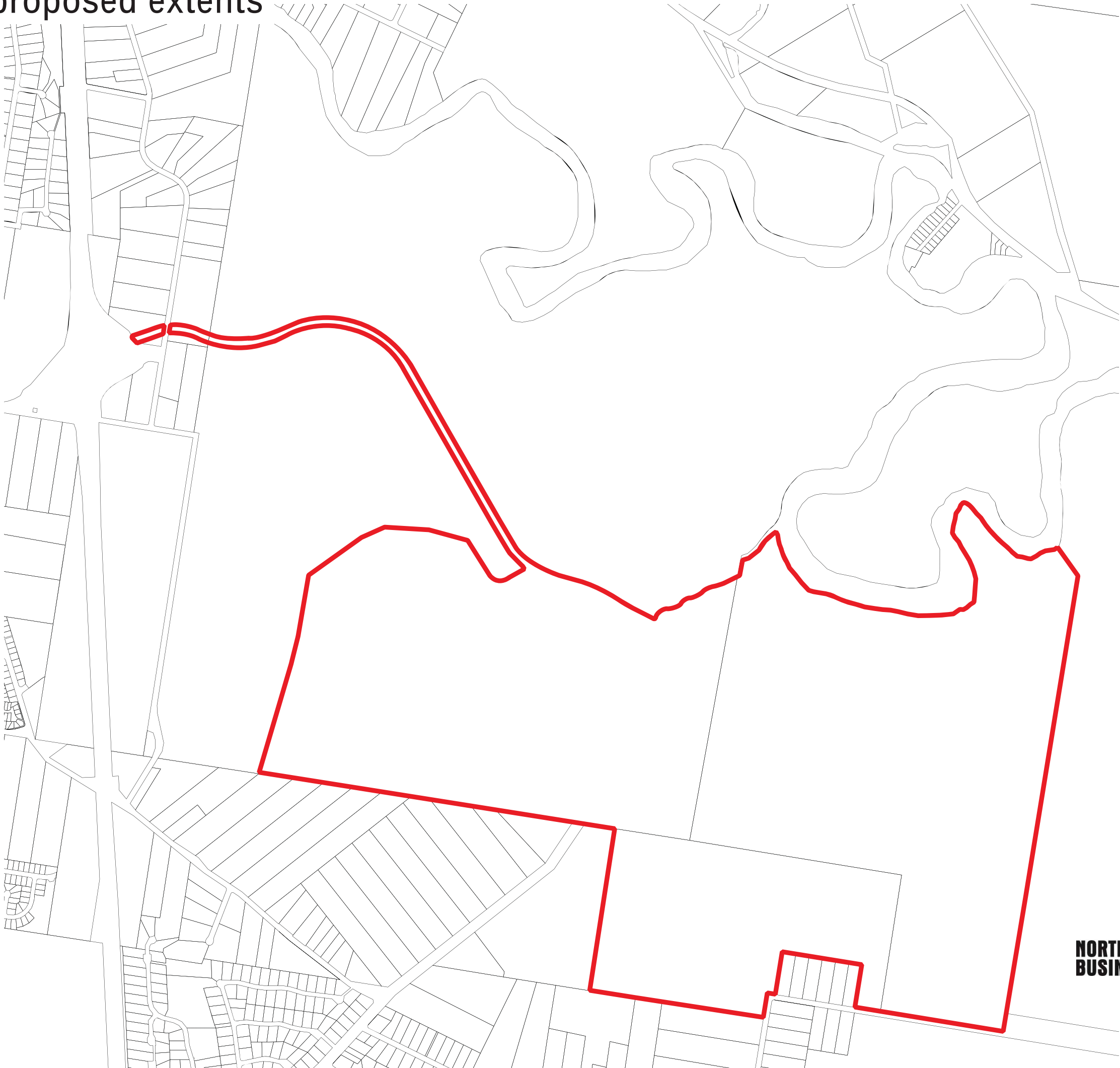
Partner

enc

cc Jeff Smith, Northeast Business Park Pty Ltd
 Bill Edmonds, Laing O'Rourke Australia
 Michael Chessells, Cardno
 Michael Allen, Department of Infrastructure and Planning
 Referral Coordination Unit, Department of Infrastructure and Planning (Reference: RCU 1666)

marina application: proposed extents

Marina
L24, L7 & part of L10 covering the marina
precincts, residential precincts, a part of the
open space precincts and the access route.



preliminary for discussion purposes only

legend
Marina application boundary 08.10.04

The NBP Area Structure Plan is shown on this plan for information and guidance only.

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

ref 20430-40
date september 2007
scale 1:5,000 @ A0, 1:20,000 @ A3

100 50 0 100 200 300 400 500

File Path: U:\PMM\Projects\20000 Jobs\20430 - Northeast Business park\Final\Master Files



CONSENT OF OWNER FOR DEVELOPMENT APPLICATION

We, the undersigned, on behalf of **Northeast Business Park Pty Ltd** (ACN 101 569 457), the owner of the following freehold lands

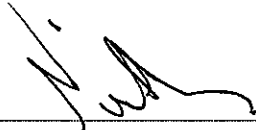
- L7 RP845326 Parish of Caboolture, County of Stanley
- L10 RP902079 Parish of Caboolture, County of Stanley
- L12 RP145197 Parish of Caboolture, County of Stanley
- L24 SP158298 Parishes of Caboolture and Burpengary, County of Stanley

hereby consent to the lodgement of Development Applications to Caboolture Shire Council seeking a Preliminary Approval overriding the Planning Scheme for the Northeast Business Park project.



Malcolm David Hall-Brown
Chairman

Date: 22/11/2007



Neil Vincent Morris
Director

Date: 22/11/2007

05 NOV 2007

2 November 2007

Department of **Main Roads**

Mr Wayne Window
Town Planner
PMM Brisbane Pty Ltd
PO Box 1559
Fortitude Valley Qld 4006

Dear Mr Window

**Northeast Business Park, Caboolture
Request for land owners' consent over Lot 17 RP902072**

Thank you for your letter of 29 October 2007.

As the owner of Lot 17 RP902072, the Department of Main Roads consents to the inclusion of this land in the changes to the Development Applications to Caboolture Shire Council by Northeast Business Park Pty Ltd.

This consent does not indicate Main Roads support for, or limit its discretion in the assessment of, the applications in accordance with the provisions of the *Integrated Planning Act 1997*.

The applicant is advised that any works proposed to be undertaken on State-controlled roads will require separate approval from Main Roads pursuant to the *Transport Infrastructure Act 1994*.

Yours sincerely



G S Dawson
Manager (Transport Planning)
Delegate of the Director General
Department of Main Roads

Office of the Deputy Director-General / Districts
North Coast-Hinterland
50 River Road
PO Box 183
Gympie Queensland 4570
ABN 57 836 727 711

Our ref	25/10A/D7496 A f14 gsd7021
Your ref	20430
Enquiries	Mr Geoff Dawson
Telephone	+61 7 5482 0333
Facsimile	+61 7 5482 0465
Website	www.mainroads.qld.gov.au
Email	www.northcoast@mainroads.qld.gov.au

APPENDIX J RESPONSE TO THE SEQ REGIONAL PLAN

Table J-1 Response to the SEQ Regional Plan	
Regional Plan Element	Comments
1.0 SUSTAINABILITY	
Desired Regional Outcome: 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.	Northeast Business Park has been conceived and designed in an integrated and holistic manner in order to maximise sustainable net benefits to the community, the environment and the economy. An Industrial Ecology framework has been proposed for the MIBA and its relationship to the development and the region. The land uses proposed have been designed to complement each other such that they all benefit from co-location. The integration of uses in a masterplanned environment allows people to genuinely 'live, work and play' in the one locality. The development will facilitate Public Transport. The development codes and design guidelines are based on best practice sustainability principles and practices. A key objective of the development is to be an exemplar of sustainable development. The development will clearly generate prosperity, enhance quality of life and provide high levels of environmental protection.
2.0 NATURAL ENVIRONMENT	
2.1 BIODIVERSITY	
Principle: Conserve and manage the region's biodiversity values and maintain supporting ecological processes.	The proposed Northeast Business Park is a master planned development that comprises of 760 hectares of which 430 hectares (approx 55%) will be reserved for wetlands, open space, restored river banks, community parks, and recreation facilities.
Policies: 2.1.1 Protect, manage and enhance the region's nature conservation and biodiversity values and supporting ecological processes, including areas of state, regional and local biodiversity significance. 2.1.2 Ensure land use planning and development activities within areas of state or regional biodiversity significance respect identified	The proposal will preserve areas of environmental significance and will provide extensive rehabilitation providing ecological connections east west along the river and north south along riparian corridors. An isolated pocket of endangered vegetation adjacent the Bruce Highway which effectively has extremely limited connection to the wider ecosystem has been agreed to be offset against a much larger area of vegetation which can play an ongoing role in the wider ecosystem at a ratio of 2.5:1. Net vegetation and strength of ecological network in land both

Table J-1
Response to the SEQ Regional Plan

Regional Plan Element	Comments
biodiversity values, taking account of existing land use rights. 2.1.3 Protect, manage and enhance areas of state, regional and local biodiversity significance in areas outside the Urban Footprint, having regard to the <i>Vegetation Management Act 1999</i> and existing land use rights. 2.1.4 Avoid or mitigate potential adverse impacts in areas of state or regional biodiversity significance inside the Urban Footprint, having regard to the development intent for the land in local government planning schemes and associated planning instruments.	within and outside the urban footprint will be markedly increased by the development.
2.2 KOALA CONSERVATION	
Principle: Assist the survival of koalas in SEQ by protecting identified koala habitat areas and adopting conservation measures to reduce conflict between urban development and koalas.	The proposal is not located in a mapped Koala Habitat area however a small number of koalas have been sited in existing vegetation near the river. Existing vegetation near the river is to be protected and enhanced as part of a 100m riparian rehabilitation zone, along the 9km river frontage. Eucalypt trees favoured by Koalas will be an important feature of the native vegetation rehabilitation program, This revegetation will provide a substantial boost to koala habitat on site, as well as providing linkages to east and west.
2.3 ATMOSPHERE	
Principle: Manage urban settlement and the use of transport, industry, energy and natural resources to minimise adverse impacts on the atmosphere.	The development will create substantial local employment, reducing the extent of employment based commuting by Caboolture residents. Heavy industries avoided and all development to avoid or contain environmental emissions. Industrial Ecology Framework proposed. Codes and design guidelines are based on sustainability principles and practices.

Table J-1
Response to the SEQ Regional Plan

Regional Plan Element	Comments
	Public transport facilitated. Extent of revegetation forms a carbon sink
Policies: 2.3.3 Improve energy efficiency, transport systems and land use practices to help reduce greenhouse gas emissions. 2.3.4 Assess the impact of potential climate change in preparing planning schemes and land use strategies.	The NEBP Area Plan addresses energy efficiency, transport and land use regarding sustainable practices. Design levels for development areas have been raised significantly above Q100 levels to provide a buffer against potential sea level rise.
2.4 MANAGING THE COAST	
Principle: Protect and maintain the region's coast, including the foreshore, coastal wetlands, dunes, marine ecosystems and coastal marine waters.	Development is situated well away from the coast. Marine ecosystems are protected or enhanced by management regimes and revegetation programs.
Policies: 2.4.1 Locate, design and manage coastal development to avoid or mitigate adverse effects on coastal resources and ecologically sensitive coastal areas. 2.4.2 Locate urban, tourism and other economic development along the coast within existing developed areas where possible. 2.4.3 Maintain and enhance public access to the coast, foreshores and tidal waterways, consistent with the conservation of coastal resources and public safety. 2.4.5 Plan, design, construct and operate infrastructure and services in the coastal area or marine waters to help maintain coastal geophysical and ecological functions.	The marina is well inland from the coast avoiding direct coastal impacts. Marina is to be constructed as a 'dry land' marina with impact on the river bank limited to a 100m entrance on land with limited environmental significance. Marina, marine village, hotel and recreation precincts provide tourism benefits in a location which integrates with existing development and zoned land. Riverfront land has been designated as open space with a 100m rehabilitation zone. Public access to the Caboolture River and Moreton Bay increased significantly whilst managing environmental effects. Location provides highly appropriate methodology of achieving public access objective. Use of a lock controlled marina provides additional factors of safety for marine environment.
2.5 WATERWAYS & WETLANDS	
Principle: Protect, maintain and enhance the natural	

Table J-1
Response to the SEQ Regional Plan

Regional Plan Element	Comments
functions and environmental, social and economic values of the region's waterways, wetlands, riparian areas and floodplains.	Waterways and wetland areas protected from development. Rehabilitation programs for riparian zones to result in net environmental benefit
Policies: 2.5.1 Recognise and take account of the environmental values and natural functions of the region's waterways, wetlands, riparian areas and floodplains in land use planning, infrastructure design, natural resource management, and development assessment and decision making. 2.5.2 Protect and manage riparian areas to secure their scenic, biodiversity, ecological, recreational and corridor values. 2.5.3 Avoid clearing native vegetation or development within a waterway, wetland, riparian area or floodplain, and where unavoidable, mitigate adverse impacts through best practice design, rehabilitation and management. 2.5.4 Rehabilitate and restore degraded waterways, wetlands and riparian areas. 2.5.5 Coordinate natural resource management programs and projects concerning waterways, wetlands, riparian areas and floodplains.	The significant sensitive areas of ecological importance have been mapped and have been incorporated into the land use plan. The master planning of the site has ensured that these areas are protected wherever possible. Long term ecological values will be improved by rehabilitation incorporating native species and WSUD principles. The proposal has incorporated the recreational and natural amenity value of the riparian areas, including a 100m riverine buffer linking to internal riparian zones featuring in the extensive open space system. The bulk of the site was previously used as a pine tree plantation and has resulted in a largely cleared, ecologically degraded site. As part of this proposal environmentally significant areas will be rehabilitated and restored and given prominence in the open space areas provided. Local community members and green groups have been engaged regarding participation in rehabilitation programs.
NATURAL HAZARDS	
Principle: Reduce community risk and exposure to the adverse impacts of natural hazards such as flood, storm tide, bushfire and landslide.	Development to be safe and not impact adversely on external parties.
Policies: 2.6.1 Address the potential impacts of flood, storm tide, bushfire and landslide through land use	Extensive flood modelling shows net improvement to external flood levels with no areas of worsening of external flood levels.

Table J-1
Response to the SEQ Regional Plan

Regional Plan Element	Comments
planning, development assessment and land management practices.	Design levels for development areas significantly increased above recorded flood levels, providing a buffer for flood, storm tide or sea level rise.
3.0 REGIONAL LANDSCAPE	
Desired Regional Outcome: The key environmental, economic, social and cultural resources of the regional landscape are identified and secured to meet community needs and achieve ecological sustainability.	The Northeast Business Park provides a significant addition to the regional landscape and meets community needs in a sustainable manner The development optimises the economic, social and cultural resources available to maximise benefit from the site.
3.1 REGIONAL LANDSCAPE & RURAL PRODUCTION AREA	
Principle: Maintain and manage the values and functions of the Regional Landscape and Rural Production Area to enhance the environmental, economic, cultural and lifestyle benefits to the region.	Rehabilitation of open space areas including access to Caboolture River greatly improves the community's access and ability to appreciate the landscape values of the site and surrounds, as well as providing a much stronger connection to Moreton Bay. The Marina precinct and recreational facilities promote significant cultural and lifestyle benefits for the region. The maintenance and preservation of the cultural assets and history of the site are ensured through the facilitation of the cultural precinct and associated interpretation facilities. The Northeast Business Park is a high standard development designed to meet the demands of regional industry growth that aims to make optimum use of the site to meet community needs whilst enhancing ecological sustainability.
Policies: 3.1.1 Recognise important environmental, landscape, cultural and economic links between the rural and urban areas of the region. 3.1.2 Define, plan for and manage lands within the Regional Landscape and Rural Production Area in collaboration with state agencies, local government, regional natural resource management bodies and	The development forms the interface between the urban development and the rural areas and has struck a balance between the two uses with 55% of the site dedicated to open space which has been designed to meet a diversity of open space objectives. Relevant agencies, groups and local communities have been engaged in the preparation of the EIS and will continue to be involved in assessment and formal consultation processes with the objective of creating the best outcome for the proposal and the region.

Table J-1 Response to the SEQ Regional Plan	
Regional Plan Element	Comments
local communities.	The NPB Area Plan defines precincts intents guiding use for different open space areas. A community Title structure provides a structure to enable effective long term management of open space areas.
SCENIC AMENITY	
Principle: Acknowledge, protect and manage significant scenic amenity areas and features.	Improve the Scenic amenity of the site enhancing its features and improving public awareness.
Policies: 3.2.1 Identify and manage areas of high scenic amenity in the regional landscape. 3.2.2 Improve knowledge and understanding of the region's scenic amenity and its contribution to the liveability and sense of place for residents and the attraction for visitors and tourists. 3.2.3 Retain and enhance public access to significant and popular viewpoints and protect important views from intrusive development.	The scenic values of the site, particularly the Caboolture River frontage is visible from few vantage points and is largely unknown to the community. Areas of significant natural amenity have been identified and will be retained and enhanced, whilst other open space areas degraded by past practices are extensively rehabilitated Development of the site as an integrated development incorporating recreational and lifestyle precincts strongly improves liveability and sense of place for residents and attraction for visitors and tourists. Public access is provided to the site's Caboolture river frontage for the first time in generations. The marina, lock and development will become attractions in their own right.
3.3 LANDSCAPE HERITAGE	
Principle: Recognise and manage landscape heritage to maintain character, culture and sense of place.	Cultural Heritage to be recognised and communicated in a Heritage precinct.
Policies: Identify, evaluate and manage landscape heritage and cultural components of the regional landscape. Ensure Aboriginal peoples' unique Indigenous landscape heritage and connection to country are identified, recognised and respected in planning processes.	Indigenous and European cultural heritage studies have been undertaken. Aboriginal heritage will be recognised and respected. Limited Aboriginal artefacts have currently been identified. Development will proceed in accordance with a Cultural Heritage Management Plan.

Table J-1
Response to the SEQ Regional Plan

Regional Plan Element	Comments
3.4 OUTDOOR RECREATION	
Principle: Provide a range of enjoyable outdoor recreation opportunities to meet the diverse needs of the community and enhance the liveability of the region.	The Northeast Business Park to provide a range of regionally significant outdoor recreational activities helping to meet the needs of the community and strongly enhancing the liveability of the region.
Policies: 3.4.1 Establish and maintain a network of accessible outdoor recreation areas, including regional parks, trails and waterways, as well as private lands with the voluntary agreement of landowners. 3.4.2 Manage outdoor recreation activities to provide for community needs and expectations whilst protecting and maintaining ecological, scenic and cultural values.	The recreational space provided will include an extensive network of pedestrian and cycle trails within the development and providing linkages to the regional network. The development proposes extensive outdoor recreation opportunities including playing fields, golf, boating, fishing, canoeing, walking, cycling and relaxing, providing clear benefits to residents, the workforce and meeting community needs, whilst preserving natural environmental assets.
3.5 REGIONAL OPEN SPACE	
Principle: Provide for a high-quality and accessible regional open space network.	Approximately 420 hectares or 55% of the site area will be provided as open space as part of this development, providing a valuable and highly accessible addition to the regional open space network.
Policies: 3.5.1 Identify and develop publicly accessible open space that meets community and tourist needs. 3.5.2 Involve the community, landowners and other stakeholders in developing and managing a regional open space network.	The opportunity to provide extensive areas of high quality open space with 9 km of river frontage provides an exceptional opportunity to provide for community and tourist needs. The community and key stakeholders have been engaged in the process of deriving the current design and some have expressed interest in involvement in rehabilitation programs. The community title structure allows ongoing direct involvement in management of the site's open space areas. The open space provided will be accessible to the community and will include walking tracks and access to appropriate open space areas. The inclusion of the marina provides a linkage to the Caboolture River and Moreton Bay.

Table J-1
Response to the SEQ Regional Plan

Regional Plan Element	Comments
4.0 NATURAL RESOURCES	
Desired Regional Outcome: Regional natural resource and rural production areas are protected, enhanced and used sustainably.	Protection of the declared fish habitat area (FHA) and rehabilitation of riparian vegetation. Increase in potential fish habitat in marina Protection and operational regulation of marine based activity to reduce impacts of pollution, etc on the Caboolture river ways. Stormwater treatment train incorporating WSUD principles to improve stormwater quality Development of additional wetlands and natural areas. Responsible development of degraded agricultural land.
4.1 NATURAL RESOURCE MANAGEMENT	
Principle: Coordinate the management and use of natural resources To enhance community, economic and environmental values.	The NPB proposal makes optimum use of a strategic site and integrating the Caboolture River with the development, strongly enhancing community, economic and environmental values.
Policies: 4.1.1 Integrate Commonwealth, State and local government natural resource programs, policies and planning processes. 4.1.2 Engage the community, landowners and industry in promoting and practicing sustainable natural resource management.	The NEBP proposal has been designed and will be assessed against an EIS framework integrating Commonwealth, State and Local programs, policies and planning processes. The environmental objectives of the project have been made publicly explicit and stakeholders have and will continue to be engaged in the achievement of the objectives.
LAND, EXTRACTIVE RESOURCES, MINERALS, FORESTRY & FISHERIES	
Principle: Manage the region's natural economic resources to sustainably and efficiently meet the needs of existing and future communities.	The land is being used to it's highest and best use, with a broad balance of land uses optimising the utility of each precinct sustainably meeting the needs of existing and future communities.
Policies: 4.2.2 Protect the region's Good Quality Agricultural Land and provide for its long-term and sustainable agricultural use. 4.2.5 Rehabilitate, protect and manage	The site has very limited land classified as being Good Quality Agricultural Land, and agriculture is no longer considered to be the site's highest and best use. Fish habitat areas are protected in general and enhanced by riparian rehabilitation programs.

Table J-1 Response to the SEQ Regional Plan	
Regional Plan Element	Comments
the region's marine and freshwater fish habitats in a sustainable way.	
5.0 RURAL FUTURES	
Desired Regional Outcome: Rural communities are strong and viable with sustainable economies, contributing to the health, character and liveability of the region.	Economic flow-on effects arising from the development are of sufficient magnitude to noticeably permeate the region, including rural communities.
5.1 RURAL FUTURES STRATEGY	
Principle: Recognise the significant role rural areas play in SEQ, ensure healthy and viable rural futures, and enhance the interdependence of urban and rural communities.	Existing rural lands are designed, rehabilitated and managed to meet a range of objectives associated with rural lands, in a manner that complements and integrates with necessary and highly beneficial urban uses.
5.2 RURAL PLANNING	
Principle: Conserve and manage rural areas to enhance their contribution to the regional economy, rural industries and the regional landscape.	Current rural areas of the site are incorporated into the development in a manner which allows the development to maximise its contribution to the regional economy and provides a valuable and enhanced contribution to the regional landscape.
Policies: 5.2.2 Encourage sustainable rural areas by supporting innovative planning approaches, including rural precinct planning. 5.2.3 Maintain the capacity of the region's environmental resources to supply ecosystem services.	Innovative planning approaches have been utilised to allow the open space areas to better achieve landscape and environmental functions sought from rural areas, and have been categorised into precincts according to their most appropriate ecological and functional uses. Conservation of sensitive areas is combined with rehabilitation programs to increase the capacity of the site to supply ecosystem services.
RURAL COMMUNITIES	
Principle: Ensure rural communities gain benefits from future growth and participate fully in the planning and development of the region.	Rural communities in the region will gain indirect benefits from the development via permeation of economic flow on effects throughout the region, as well as gaining access to a regional destination.

Table J-1
Response to the SEQ Regional Plan

Regional Plan Element	Comments
6.0 STRONG COMMUNITIES	
Desired Regional Outcome: 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.	Improvement of community identity and ownership with the marine precinct and business park development that boasts a range of facilities (recreational, community, etc), employment opportunities and lifestyle choices currently limited or not available in the region. The development provides a complete community with a wide range of community facilities encouraging a “live, work & play” lifestyle. Community and recreational facilities promote healthy lifestyles and provide benefit to the region.
6.1 ACCESS TO SOCIAL INFRASTRUCTURE	
Principle: Maximise access to appropriate social infrastructure for all residents in the region.	The Northeast Business Park to be a regional destination providing an array of social infrastructure and amenity to the area with clear benefits for the region.
Policies: 6.1.1 Plan for the future provision of a range of community services and facilities to meet community need. 6.1.2 Provide accessible social infrastructure that is well located in relation to transport, residential areas and employment. 6.1.3 Develop hubs of co-located multipurpose community facilities and services, which can respond to changing and emerging community needs. 6.1.5 Improve planning and delivery of social infrastructure by developing collaborative working relationships.	NEBP is a masterplanned community integrating community services to meet community need. The development is master planned to provide a mix of residential, business and recreational uses linked by transport networks to provide a legible and coherent pattern of development with social infrastructure located for ready accessibility. A series of community nodes provide hubs for community services. Planning provisions for these nodes allow for a wide range of uses enabling the uses to change and respond to varied needs in time. The planning process applied in relation to this site has seen the collaboration of many stakeholders including local and state governments and local community groups.
SOCIAL PLANNING	
Principle: Ensure the social effects of growth and change on the local community are planned for, monitored and evaluated.	NEBP to provide clear net social benefits for the community.
Policies:	

Table J-1
Response to the SEQ Regional Plan

Table J-1 Response to the SEQ Regional Plan	
Regional Plan Element	Comments
6.2.1 Use demographic and socio-economic information to identify the effects of growth and change on regional communities and to inform social infrastructure planning.	Extensive social context planning has been undertaken to identify social infrastructure deficiencies and opportunities in the region. Social context planning and extensive community engagement processes have been undertaken to ensure the proposal will integrate with the community and has been used to inform the design process.
6.2.2 Incorporate social planning considerations into land use planning and development decision-making processes.	
6.3 ADDRESSING DISADVANTAGE	
Principle: Address issues of disadvantage in communities.	Provide net benefit to the community including a focus on areas of disadvantage. Increasing local employment opportunities and regional prosperity to improve the opportunities and quality of life for community residents.
Policies: 6.3.1 Ensure the planning and development of new residential areas avoids creating disadvantaged communities. 6.3.2 Integrate greenfield communities and redevelopment areas with existing or adjacent communities to prevent areas of disadvantage. 6.3.3 Coordinate funding programs and collaboration between agencies and the community to focus on areas of disadvantage.	The residential areas are well located with respect to employment, recreational facilities and community nodes. The Northeast Business Park will create links between existing developed areas and the development. The high level of amenity provided including walking tracks, sporting fields and parks will be open to the public and will forge strong links between existing areas in the Caboolture region. In addition to the provision of a range of lot sizes and residential products, an affordable housing levy has been proposed to help address housing accessibility in the region. Collaboration with relevant government agencies and community groups is proposed in order to maximise the leverage able to be gained from the contributions.
6.4 SAFE & HEALTHY COMMUNITIES	
Principle: Create well-designed, safe and healthy local environments, encourage active community participation, promote healthy lifestyles and prevent crime.	NEBP to exemplify this principle.
Policies: 6.4.1 Improve community health and safety by using best practice urban design, local transport investment.	The NEBP Master plan is the result of an extensive design process using a team of design firms to seek to achieve high levels of community health and safety. The NEBP Area Plan

Table J-1
Response to the SEQ Regional Plan

Regional Plan Element	Comments
community engagement and social planning practice.	requires best practice urban design and sustainability measures.
6.4.2 Create safe urban and rural environments by providing appropriate social infrastructure and involving local communities in planning activities.	Substantial social infrastructure has been included in the design to promote a healthy local environment and a socially sustainable community.
6.4.3 Incorporate community health and safety issues in the planning and development of new urban areas and redevelopment sites.	
6.5 COMMUNITY ENGAGEMENT & CAPACITY BUILDING	
Principle: Support community engagement and community capacity building in the planning and development of future communities.	Planning and design for NEBP is subject to extensive stakeholder and community engagement.
Policies: 6.5.1 Support community engagement in planning processes, enabling local communities to identify, articulate and enhance their sense of place and wellbeing. 6.5.2 Establish partnerships to enhance community engagement and capacity building. 6.5.3 Target community capacity building in areas undergoing significant change.	Extensive stakeholder and community consultation has been undertaken as part of the planning process for this development which has helped inform the design and provided an understanding of the needs of the local community. Specific engagement has occurred directly with key parties and groups with the objective of strengthening relationships and involving such groups in future processes.
6.6 COMMUNITY, PLACE & IDENTITY	
Principle: Manage urban growth and development to create, maintain and enhance a sense of community, place and local identity throughout the region.	The Northeast Business Park to become a significant focal point for the region strongly enhancing the sense of community, place and local identity.
Policies: 6.6.1 Reinforce local character and identity in planning and development of activity centres, rural towns, greenfield	The Northeast Business Park will support the role and strengthening identity of Caboolture / Morayfield whilst providing a fresh focal point for the region, particularly based around the marina precinct and recreational areas.

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developments and infill areas. 6.6.2 Coordinate community engagement and community capacity building programs when planning for greenfield developments and redevelopment projects.	The master planning process for this proposal has been through significant community engagement programs aimed at ultimately creating a better outcome.
6.7 CULTURAL HERITAGE, ARTS & CULTURAL DEVELOPMENT	
Principle: Protect the region's unique cultural heritage, including historic places. Support the arts and cultural development through the planning and provision of cultural infrastructure and spaces.	. NEBP to protect and communicate the site's and the region's cultural heritage.
Policies: 6.7.1 Identify, conserve and manage places of significant cultural heritage. 6.7.2 Plan for the future provision of the arts and cultural infrastructure and facilities, including cultural precincts in new developments. 6.7.3 Provide appropriate public spaces for cultural activities, events and festivals when planning communities.	The proposal identifies a heritage precinct protecting existing heritage relics and areas as well as providing interpretative facilities. The masterplan incorporates provision for a Heritage Park, a number of sporting fields ,Education and Training facilities and community nodes to help create a socially and cultural sensitive development. Significant public spaces are proposed in open space areas, the community multi use node, the marina village, other community nodes, golf clubhouse and the hotel. Provision is made in the Area code for the use of the riverfront open space for markets and festivals.
7.0 ENGAGING ABORIGINAL & TORRES STRAIGHT ISLANDER PEOPLES	
Desired Regional Outcome: 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.	Cultural heritage studies undertaken and development subject to a Cultural Heritage Management Plan. Heritage precinct draws out the indigenous and European cultural heritage of the site and disseminates the history of the site to visitors. Adoption of equal opportunities policy and opportunity for education, training and employment.
7.1 TRADITIONAL OWNER ENGAGEMENT	
Principle: Recognise Aboriginal Traditional Owners as stakeholders in land use planning	NEBP masterplan and development respects Indigenous heritage.

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processes and understand and respect their relationship with the land, sea and natural resources.	
Policies: 7.1.1 Engage Aboriginal Traditional Owners in land use planning processes through a current and culturally appropriate engagement framework. 7.1.2 Consider Aboriginal Traditional Owner issues in relation to land, water and natural resources in a comprehensive and coordinated way that complements other Traditional Owner land use processes and allows for recognition of their social, environmental and economic aspirations.	Cultural Heritage Management Plan specifically created for the development. Cultural heritage studies undertaken in conformity to relevant legislation.
7.2 COMMUNITY ENGAGEMENT	
Principle: Provide Aboriginal and Torres Strait Islander peoples with historical and contemporary connections to SEQ with the opportunity for active involvement in planning processes.	Indigenous groups involved in Cultural Heritage studies.
7.3 SOCIAL & ECONOMIC EQUITY	
Principle: Assist Aboriginal and Torres Strait Islander peoples living in SEQ to have equal access to a high standard of living, good economic prospects and general wellbeing as other residents of the region.	NEBP helps to improve the economic and social wellbeing for the Caboolture region in general.
Policies: 7.3.1 Improve Aboriginal and Torres Strait Islander peoples' access to community services and facilities. 7.3.4 Address the housing needs of Aboriginal and Torres Strait Islander peoples by using regional and local housing strategies.	Significant community services and facilities proposed. Equal opportunity policies apply. A range of housing product proposed on site, as well as provision of an affordable housing levy to be leveraged into the community.

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7.4 CULTURAL HERITAGE	
Principle: Recognise, protect and conserve Aboriginal cultural values in land, water and natural resources.	Cultural Heritage Management Plan specifically created for the development.
Policies: 7.4.1 Recognise and acknowledge Aboriginal cultural values in regional and local planning processes. 7.4.2 Protect and maintain Aboriginal cultural landscapes and culturally significant places in land use policy, planning and management arrangements. 7.4.3 Manage areas of high cultural significance for Aboriginal and Torres Strait Islander communities appropriately.	Indigenous groups involved in Cultural Heritage studies leading to the creation of the Cultural Heritage Management Plan Extensive areas of riverfront open space to be dedicated preserving the areas of highest likely cultural significance.
8.0 URBAN DEVELOPMENT	
Desired Regional Outcome: 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.	The Northeast Business Park provides a level of density in alignment with the SEQRP, making efficient use of a strategically located site The Marina Village and community nodes conveniently provide for the needs of residents and workforce, by collocating residential with employment and transport to engender relative “self containment” The open space and integrated transport and recreation infrastructure also influence the positive contribution to urban development in the region A synergy and complementary relationship between the site and Morayfield/Caboolture Principal Activity Centre, with both areas catering to different markets, but employees located on the site will utilise the facilities offered in the centre.
8.1 URBAN STRUCTURE	
Principle: Accommodate the majority of regional growth in existing urban centres or within identified urban growth areas.	Northeast Business Park to compliment and strengthen the role of Caboolture/ Morayfield providing well conceived development integrating with and harnessing the potential of the identified need

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	for substantial employment generation in the region.
Policies: 8.1.1 Contain urban development within the Urban Footprint. 8.1.2 Develop a well-planned region of connected cities, towns and villages that reinforces the strengths, individual character and identity of each urban area. 8.1.3 Protect the character and identity of regional communities by preventing urban development in defined inter-urban breaks.	The majority of the development is contained within the urban footprint. The marina precinct has clear locational requirements necessitating its location outside the urban footprint. The balance of land uses proposed are linked to the marina precinct and / or required to allow the development to function in an integrated manner, optimising the performance, utility and community benefit able to be derived from the development NEBP will strengthen the role of Caboolture/Morayfield as well as providing its own character. NEBP will add substantial positive elements to the Caboolture region, capitalising on a strategically significant site, the Caboolture River and the linkages to Moreton Bay, enhancing the identity of the region. The NEBP masterplan melds open spaces into and around the development areas of the site creating a well conceived nexus between development areas and the interurban break maximising the beneficial objectives sought from both urban development and open space. The integrity of the major interurban break between Caboolture and Caloundra is maintained whilst its ecological and social objectives are enhanced.
8.2 URBAN FORM	
Principle: Make the most efficient use of land allocated for urban development.	The NEBP masterplanning and development makes efficient use of the land and leverages the benefits of the development through optimisation of the site's location, natural attributes and co-location of mutually beneficial land uses.
Policies: 8.2.1 Use the urban area efficiently by accommodating a higher proportion of growth through infill and redevelopment, together with well-planned Greenfield development. 8.2.2 Accommodate projected growth and change by ensuring there are adequate supplies of land for all urban development needs. 8.2.3 Consolidate urban development in existing and new urban areas to improve utilisation of land and the efficient provision of infrastructure and services.	The development is a masterplanned Greenfield development which serves to help existing centres function more effectively. The development provides an integrated package of land uses meeting a wide range of development needs, making vastly more efficient and effective use of the site than would be achieved by a 'monoculture' of traditional District Industry uses. The integrated approach optimises utilisation of a strategic site, maximises the benefit of its location adjacent the Bruce Highway and the northern rail line and allows for efficiencies in infrastructure provision by amortisation across uses. Increased prosperity and regional identity and provision of multi storey apartment living has potential to increase the acceptance and demand for infill and redevelopment in other well located urban areas in the region.

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8.2.4 Achieve targets to progressively increase the proportion of new dwellings created by infill and redevelopment of existing urban areas.	The development provides a critical mass of employment and residential density sufficient to facilitate public transport within the site linking to Caboolture and Morayfield, encouraging public transport use within the development and the Caboolture/Morayfield centre.
8.2.5 Focus higher density and mixed use development in and around regional activity centres and public transport nodes and corridors.	
8.3 URBAN CHARACTER & DESIGN	
Principle: Design and site new development to reflect SEQ's subtropical climate, reinforce local character and achieve design excellence and innovation.	NEBP to be a leading employment, living and recreational precinct, characterised by design excellence informed by subtropical sustainable design practices.
Policies: 8.3.1 Ensure all new development incorporates subtropical design principles, including orientation, siting and passive climate control.	The Northeast Business Park Area Plan includes provisions pertaining to the entire development which, amongst other things, include provisions for: Building orientation; Siting; Ventilation; Insulation; and Water, energy and resource efficiency. Additional design measures are included in Design guidelines to be implemented by a Design Review Committee. These provide greater guidance regarding matters such as Architectural character and form, materials, colours and detailed architectural and siting guidance. The Northeast Business Park Area Plan will ensure the delivery of a high quality, sustainable development providing exceptional levels of liveability for residents whilst setting new standards in employment districts. An extensive pedestrian and cycle network provides connectivity and combines with built form, landscaping and open spaces to help define local character. The proposal includes the provision for 420 hectares of open space, wetlands, restored river banks, community parks and recreation facilities with numerous and significant public domain areas.
8.3.2 Achieve design excellence for all new prominent buildings and public spaces in the Brisbane CBD, regional activity centres and transit communities.	
8.3.3 Plan and design new and changing urban areas to maximize liveability, safety and pedestrian connectivity and reinforce local character.	
8.3.4 Provide for an accessible and high-quality public domain in all new and existing urban development areas by allocating or revitalising open space and creating well-designed public places.	
8.4 HOUSING MIX & AFFORDABILITY	

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Principle: Provide a variety of housing options to meet diverse community needs, and achieve housing choice and affordability.	NEBP provides a diverse range of housing options meeting the needs of a broad cross section of the market including affordable options.
Policies: 8.4.1 Provide housing choice through a range and mix of dwelling type, size and location in new residential development. 8.4.2 Support an increased provision of affordable housing through community-based, not-for-profit entities and housing cooperatives. 8.4.3 Encourage all major new development and redevelopment to incorporate affordable housing, including appropriate housing for the entry buyer and low-income housing markets.	The site allows a mix of residential development from waterfront and golf frontage home and villa sites. Housing stock will include a mix of high density apartment, traditional housing and emerging forms such as rear lane and studio apartments. An affordable housing levy has been proposed by the proponent intended to be leveraged by the non profit sector to help address wider community housing affordability needs. The NEBP Area plan allows for a wide mix of housing products. Conventional housing choices at the affordable end range from smaller detached house allotments, smaller apartments and retirement living options. Additionally, scope is made for studio apartments to be created above garages or elsewhere in detached outbuildings, providing a flexible means of increasing housing accessibility. Facilitation of Home Businesses in the 'Enterprise Residential' products allows for synergies between living and business expenses and saves time and commuting costs. At a wider level, the increase in local employment and flow on effects in the region helps to add to community prosperity, thereby increasing capacity to afford housing costs.
8.5 RURAL RESIDENTIAL DEVELOPMENT	
Principle: Contain and limit areas allocated for rural residential development to ensure efficient provision of services and infrastructure and limit further land fragmentation.	No rural residential development is proposed as part of the proposal.
Policies: 8.5.2 Facilitate opportunities to consolidate existing rural residential development in the Urban Footprint or convert it to an appropriate urban use.	The provision of employment, recreational, retail and community facilities in NEBP, provides greater scope for existing Rural Residential areas in Morayfield south of the site to be consolidated for more urban development in time, if desired by Council and the community.
8.6 REGIONAL ACTIVITY CENTRES	
Principle:	

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Focus employment and community services in well-planned, vibrant and accessible regional activity centres.	NEBP provides extensive employment of a nature and form which could not or would not occur in Caboolture and Morayfield. The employment capacity and diversity of the region is enhanced such that the combined employment ability of Caboolture/Morayfield and NEBP fulfils the role of a robust Principle Activity Centre.
Policies: 8.6.1 Ensure all new development supports the regional activity centres network defined in the Regional Plan. 8.6.2 Locate major employment and trip generating activities within regional activity centres. 8.6.3 Locate suitable government employment activities of regional and sub-regional significance within regional activity centres. 8.6.4 Support regional activity centres with appropriate transport infrastructure, government and community services. 8.6.5 Control inappropriate forms of out-of-centre land use and development.	The Northeast Business Park supports the Principal Activity Centre of Caboolture / Morayfield by providing a wider range of employment and improving the identity, character and prosperity of the region, thereby attracting growth and investment interest in Caboolture/Morayfield. The employment generating activities proposed within NEBP could not be accommodated within Caboolture/Morayfield however are of critical importance to the region. Trip generation associated with the marina precinct and residential uses support the performance of the MIBA and help create a critical mass of people required to facilitate public transport provision and social services. The public transport linkages in turn help support public transport use and higher density development in Caboolture/Morayfield. Caboolture/Morayfield is the regional centre for Government services and should continue to attract further government employment uses infrastructure and community services as the region grows. The public transport facilitated by NEBP will supplement existing government public transport services, capitalising on the upgrading to northern rail line. The NEBP proposal has been carefully conceived to be of significant benefit to Caboolture/Morayfield and the region, and is located and planned to integrate with the existing network of centres.
8.7 INTEGRATED LAND USE & TRANSPORT	
Principle: Integrate development with transport infrastructure, community services and employment.	The NEBP proposal has been conceived as integrated development with a coherent strategy and land use design focussed on achieving integration with all key forms of transport infrastructure.
Policies: 8.7.1 Ensure land use and transport planning is undertaken concurrently. 8.7.2 Plan new public transport routes,	Transport planning has been integral to land use decisions from inception. A public transport network will be incorporated as part of this proposal to ensure integration between all areas of the

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facilities and services to ensure safe and convenient passenger accessibility; and support the inter-relationship between land use and transport. 8.7.3 Allocate suitable land and facilitate mixed-use activities in proximity to transit nodes and regional activity centres to support employment opportunities. 8.7.4 Promote the integration of land use, transport and employment, through planning schemes, Local Growth Management Strategies and structure plans. 8.7.5 Develop greenfield sites as integrated communities with appropriate connections and accessibility to surrounding communities. 8.7.8 Ensure all new development within walking distance of a transit node or regional activity centre maximises pedestrian amenity, connectivity and safety.	development particularly the marina precinct and the MIBA precinct. The route to Morayfield and Caboolture use major roads and connects to many key activity and transport nodes. The NEBP creates a high amenity environment meeting user needs to maximise employment opportunities. The NEBP Structure plan integrated land uses, transport and employment, supporting public transport The Northeast Business Park will be an integrated community which supports the surrounding community while being an integrated development in its own right. The development will have a high level of accessibility to surrounding communities. The development will incorporate a number of transit nodes to support the mixed use nature of the development. Numerous community nodes are proposed. Pedestrian and cyclist amenity and safety are maximised by a network of paths set in a landscaped environment. All substantial buildings are required to include cyclist facilities. Greater than 90% of development will be within acceptable walking distances to transit nodes in the later stages of development.
8.8 LOCAL GROWTH MANAGEMENT STRATEGIES	
Principle: Achieve the strategic intent of the Regional Plan at the local level.	This development conforms to the strategic intent of the Regional Plan.
Policies: 8.8.1 Ensure each local government prepares a Local Growth Management Strategy to identify opportunities for the appropriate location and form of future development, and to accommodate additional dwellings and employment. 8.8.2 Ensure each local government amends local planning schemes to reflect approved Local Growth Management Strategies and to align with the Regional Plan.	The LGMS for Caboolture is expected to accommodate the outcomes of the EIS process and subsequent Council development decision. The NEBP Area Plan is intended to be able to be ultimately included in the Local Authority Planning Scheme.

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8.9 STRUCTURE PLANS	
Principle: Subject all major new urban development areas to a thorough and collaborative planning process to establish the broad structure, layout, appropriate land uses and service corridors required for future development and community needs.	A significant collaborative planning process has been undertaken in order to establish the broad structure, layout and appropriate land uses for the development.
8.9.1 Prepare and adopt structure plans for all Major Development Areas prior to development. 8.9.2 Undertake detailed master planning for significant new urban development and redevelopment areas or precincts. 8.9.3 Complete State Infrastructure Agreements in conjunction with a structure plan, where appropriate.	Whilst not technically a Structure Plan as defined in the SEQRP, the Northeast Business Park proposal has been undertaken in accordance with the principles associated with Structure Planning, using the SDPWOA as the methodology for whole of government input, in conjunction with collaboration and engagement techniques undertaken by the proponent team. Structure Plans have been prepared as part of this development. An Infrastructure Agreement addressing appropriate responsibilities between the proponent, the Council and the State is proposed in order to equitably address infrastructure costs and benefits.
9.0 ECONOMIC DEVELOPMENT	
Desired Regional Outcome: 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.	NEBP will be a flagship employment district for the region leveraging its proximity to the natural (river) and built (Bruce highway & existing business precincts) to create an outstanding business environment attracting high value and diversified economic development. The marine industry hub provides a competitive advantage for the region to supply the current shortages of the marina and marine industries market, whilst holding a strategic location that is highly accessible. Indirect economic flow-on effects to the region are commensurate with direct economic benefit, thus strongly enhancing the regional economy and adding to the economic strength of the State. The integrated nature of the proposal proactively leverages the region's competitive advantages to deliver exports, investment, and sustainable and accessible jobs.
9.1 ECONOMIC DEVELOPMENT & GROWTH STRATEGIES	
Principle: Develop a diversified regional economy, characterised by knowledge-based, high value-adding industries that build on	NEBP is nationally recognised as a leading example of employment precinct development, attracting high value businesses with a strong knowledge base, leveraging from and

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existing regional and sub-regional competitive advantages and specialisations.	increasing the region's competitive advantages.
Policies: 9.1.1 Refine and implement sub-regional economic development strategies that deliver high value-added jobs and build knowledge-based industries. 9.1.2 Develop industry clusters and partnerships, targeting industries relevant to the region's competitive advantages and market opportunities.	The Northeast Business park proposal conforms to and exceeds the opportunities outlined in the Caboolture Industry and Employment lands' project, and has been specifically designed with exceptional amenity values and utilising industrial ecology principles to help it be nationally attractive to high value and knowledge based industries. The presence of a marina facilitates the only realistic location to develop a marine industries cluster in the region. The region's strategic advantages in marine industries has been recognised by State and Federal programs such as the Marine Industries Task Force, action agendas and other programs designed to assist the development of marine industries. The clustering principle is well recognised with potential to attract clusters of other uses such as Biotech, ICT, Sustainable Technologies and Logistics and Warehouse uses.
9.2 INDUSTRY & BUSINESS DEVELOPMENT	
Principle: Expand business activity, increase business competitiveness and encourage regional exports.	NEBP to be a major employment hub increasing business competitiveness and encouraging regional exports.
Policies: 9.2.1 Raise business competitiveness by using the Queensland Government's export, business improvement, sectoral development, and education and skills programs. 9.2.2 Facilitate private sector investment and reinvestment in the region's economy. 9.2.4 Target development of high value-added and knowledge based industries.	NEBP will facilitate on site education and training and seeks to be consistent with and leverage government business programs. The Northeast Business Park will increase the competitiveness of business not only in the Caboolture/Morayfield area but also in the entire South east Queensland region. The development represents a major private investment in the region's economy facilitating sustained and substantial further. This will boost the local economy significantly which will result in the area becoming a regional economic hub. The development specifically targets high value added and knowledge based industries and caters for them with high amenity environments, increased commercial components and quality building and landscaped controls The development also facilitates growth of local businesses in a quality environment, as well as allowing 'Enterprise Residential' and providing business incubation facilities.

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9.3 SMART STATE – INNOVATION, SKILLS & TECHNOLOGY	
Principle: Foster innovation and develop skills and technological capabilities in the region to support existing and future industries.	NEBP to be recognised as an innovative business environment facilitating skills development and attracting forward looking businesses which will be prosperous in the coming decades.
Policies: 9.3.1 Develop an accessible range of regional education and training infrastructure and programs that encourage workforce participation, respond to specific regional industry needs, and support skills development in the workforce and broader community. 9.3.2 Support existing and emerging clusters of science, innovation, and research and development.	The Northeast Business Park will add to regional education and training capacities, providing specialised training programs initially focussed on marine industries with scope to expand to address other emerging clusters. Local employment will naturally increase the skills base of the area. Northeast Business Park seeks to attract forward looking businesses which are based on innovation and or industry leading practices.
9.4 EMPLOYMENT & ECONOMIC ACTIVITY AREAS	
Principle: Maximise job creation and employment diversity in centres of economic activity, including regional activity centres, major industrial areas, mixed-use developments and knowledge precincts.	The Northeast Business Park is a major employment and mixed use area which is estimated to be able to generate over 27,150 FTE jobs in a wide range of industries. The development will be a major economic hub and will promote economic sustainability throughout the region.
Policies: 9.4.1 Provide for employment opportunities in the planning and development of all major new urban development areas. 9.4.2 Encourage employment growth in regional activity centres and economic activity locations.	The Northeast Business Park combines employment generation with residential development. The integrated approach adopted by Northeast Business Park allows it to maximise its role as a prominent economic activity location.
9.5 LAND & INFRASTRUCTURE	
Principle: Identify, provide and protect land and infrastructure required for the region's future economic development.	The site to be used for its highest and best use to maximise economic development.

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Policies: 9.5.1 Identify and designate suitable sites for future industrial and economic activity, including high impact, logistics and special purpose activities. 9.5.2 Identify and protect existing and future economic infrastructure sites and corridors from encroachment by incompatible land uses. 9.5.3 Maintain and enhance the region's strategic freight network to link regional industries to markets, including priority linkages through the Western Corridor to the Australia TradeCoast.	The site has been identified for industrial uses – and the proposal has sought to leverage the locational attributes for the site to maximise the economic benefits able to be derived from the site. The land uses proposed and surrounding the development are mutually compatible. Development will incorporate linkages to the Bruce Highway which then provides further linkages to all major freight routes.
10.0 INFRASTRUCTURE	
Desired Regional Outcome: Regional infrastructure and services are planned, coordinated and delivered in a timely manner to support existing and future settlement patterns and desired community outcomes.	Infrastructure will be provided and upgraded to meet the needs of the development in an integrated and coordinated manner, in accordance with an Infrastructure agreement, equitably sharing costs and benefits. Internal infrastructure includes marine, residential, community facilities and recreational facilities supporting the development and the community. Employment, housing, facilities and public transport all support the strengthening role of Caboolture/Morayfield as the region's Principal Activity Centre
10.1 LEADING REGIONAL GROWTH	
Principle: Use infrastructure to lead and support desired regional growth and help create a more compact urban pattern, cohesive urban and rural communities, and regional economic development.	Northeast Business Park provides for a more compact urban form supporting regional economic development, whilst requiring relatively modest increases to infrastructure.
Policies: 10.1.1 Identify and plan infrastructure which supports the Regional Plan, shapes the preferred settlement pattern and provides greater	NEBP supports the objectives of the Regional Plan providing high effective returns for infrastructure investment. NEBP provides public transport links to the northern rail corridor

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certainty for development. 10.1.2 Upgrade infrastructure and services in a timely manner to facilitate urban infill and redevelopment, including transit oriented development and activity centres.	making use of the State's investment in that service, links to the upgrading of the Bruce Highway and utilises some of the currently wasted highly treated effluent from Caboolture South Treatment plant.
10.2 INFRASTRUCTURE, PLANNING, COORDINATION & FUNDING	
Principle: Coordinate, prioritise and sequence infrastructure through strategic plans, programs, budgets and statutory planning.	NEBP has relatively modest infrastructure requirements as it fits with current infrastructure investment programs.
Policies: 10.2.1 Coordinate and integrate the planning and delivery of infrastructure services at regional, sub-regional and local levels. 10.2.6 Develop State Infrastructure Agreements between the Queensland Government and benefiting landowners and developers, where infrastructure is provided in advance of demonstrated need.	The EIS process and Infrastructure agreements allows for coordinated infrastructure construction and funding programs. No significant infrastructure is being provided by the State in advance of demonstrated need. An infrastructure agreement will be entered into with Council and may involve the State if necessary.
10.3 MANAGING DEMAND	
Principle: Manage demand and influence consumer behaviour to maximise the use and benefits of existing infrastructure, and to minimize the need for additional infrastructure and services.	The NEBP development is based on sustainable development principles and seeks to attract businesses based on alignment with those principles.
Policies: 10.3.1 Incorporate demand management principles in transport, water, energy and other infrastructure planning.	Demand management codes and guidelines are incorporated into the Northeast Business Park Area Plan, affecting building design and operation. NEBP facilitates Public transport and walking and cycling reducing car travel, as well as reducing net commuting outside the Shire for employment by creating local employment. The development makes efficient use of existing infrastructure, providing its own services where required

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10.4 PROTECTING KEY SITES & CORRIDORS	
Principle: Identify, protect and manage key infrastructure sites and corridors.	
Policies: 10.4.1 Identify, preserve and protect key sites, corridors and buffer areas for current and future regional infrastructure and services.	Provision has been made for the potential north south arterial to traverse the site if ultimately required.
10.5 ENERGY	
Principle: Provide energy generation production, transmission and distribution capacity to meet the needs of a growing population and support the use of viable alternative energy sources where appropriate.	NEBP aims to be energy efficient and supports the use of renewable energy supplies as part of development.
Policies: 10.5.2 Identify, preserve and acquire sites and corridors for substations, easements and other necessary energy infrastructure. 10.5.4 Ensure the use of gas as an additional energy source is considered for new developments.	Energy Infrastructure requirements have been identified for the development. Reticulated gas supplies are proposed for the development.
10.6 INFORMATION & COMMUNICATION TECHNOLOGIES	
Principle: Provide affordable access to high-speed broadband telecommunications.	High speed broadband infrastructure will be implemented into the site.
10.7 WASTE	
Principle: Minimise waste and associated environmental impacts and maximize reuse and recycling.	NEBP seeks to maximise the reuse of resources, minimising 'wastes' in the total resource cycle.
Policies: 10.7.1 Promote policies to reduce or	Northeast Business Park understands that a fundamental

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eliminate waste. 10.7.2 Promote policies that recognize waste as a resource and encourage reuse and recycling of waste to reduce the proportion going to landfill. 10.7.4 Develop an integrated and coordinated system for waste management across the region to encourage efficiencies, economies of scale and innovation.	requirement of ecological sustainable development is the effective management of 'waste'. NEBP will facilitate and encourage the adoption of industrial ecology principles, making it easier for companies to attain or distribute resources otherwise seen as wastes. NEBP will seek to integrate the industrial ecology principles with regional programs including other businesses and the landfill facilities. 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 proposed are based on the hierarchy of avoidance/reduce, re-use, recycle, treat and dispose as outlined in the National Waste Minimisation and Recycling Strategy. Adoption of this strategy will ensure systems can be integrated and coordinated on a broader scale allowing efficiencies and economies of scale to be adopted.
10.8 SOCIAL INFRASTRUCTURE	
Principle: Plan and coordinate the effective and timely provision of social infrastructure.	NEBP is master planned to provide timely access to social and recreational infrastructure
Policies: 10.8.2 Identify and secure sites for community services and facilities, including co-location opportunities, when planning for new communities. 10.8.3 Ensure all developments, existing or new, make adequate provision for essential social infrastructure.	Community nodes have been identified throughout the development facilitating co-location of social infrastructure Use of the community title structure facilitates a greater provision of local facilities than conventional development. Significant social and recreational facilities are proposed in the development providing substantial benefits to the NEBP users and the wider community. The development allows for sufficient residential development to accommodate a primary school, meeting broader community needs.
11.0 WATER MANAGEMENT	
Desired Regional Outcome: Water in the region is managed on a sustainable and integrated basis to provide adequate supplies for human and environmental uses.	The development will have full access to reticulated recycled water for non potable uses, reducing potable demands and improving Caboolture river quality by polishing the water prior to discharge. Best practice water efficiency measures and water harvesting further reduce potable water demands. The marina design and marine regulated activity will potentially improve the effects on water quality in the Caboolture River from

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	under regulated marine activity. Development and planning incorporates storm water management strategies to effectively reduce the nutrient and pollutant export from the existing site.
11.1 TOTAL WATER CYCLE MANAGEMENT	
Principle: Acknowledge water as a valuable and finite regional resource and manage it on a total water cycle basis.	Northeast Business Park to set new benchmarks in terms of Water Cycle Management and Water Sensitive Urban Design.
Policies: 11.1.2 Encourage and support local government and other water providers to adopt principles of total water cycle management, minimise water use and water losses, and meet water consumption targets. 11.1.4 Achieve appropriate flood immunity and minimize downstream impacts by managing development within floodplains.	The Northeast Business Park will support the efforts of local governments in reducing water consumption rates as well as encouraging all businesses and residents to undertake further water minimisation measures. Caboolture South Waste Water Treatment Plant currently produces approximately 9ML/day of tertiary treated recycled water. The development will utilise some of this currently wasted recycled water for non potable purposes, The earthworks program proposed for NEBP is the result of extensive flood modelling studies demonstrating compliance with Council's flood plain management policy.
11.2 WATER DEMAND MANAGEMENT	
Principle: Achieve targeted reductions in water consumption by using water efficiently and managing consumer behaviour and demand for water.	NEBP to achieve substantial and sustainable potable water reduction savings relative to comparable development.
Policies: 11.2.1 Ensure all urban water providers adopt minimum residential reticulated water consumption targets, excluding leakage and other system losses, of at least: 270 litres per person per day by 2010; 250 litres per person per say by 2015; and 230 litres per person per day by 2020; or will adopt the targets identified for each local government area in the SEQRWSS, when completed.	NEBP has set potable water use targets of 77l/ep/day for residential and 118 l/ep/day for commercial industrial. Native species to be used in landscaping minimising landscaping water demands. The Northeast Business Park Area Plan will encourage industrial and commercial developments to meet best practise approaches in minimising water use and using water efficiently.

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Regional Plan Element	Comments
11.2.4 Encourage industrial and commercial developments to meet best practice approaches in minimising water use and using water efficiently.	
11.3 WATER SUPPLY	
Principle: Provide assured supplies of water to meet the reasonable needs of growth and development in the region.	NEBP to be regarded as a leading example of a water efficient development.
Policies: 11.3.2 Enable local government to mandate or support the voluntary installation of rainwater tanks in new houses and apartments. 11.3.3 Use recycled water and stormwater as an alternative to potable water where appropriate and on a fit-for-purpose basis. 11.3.4 Allow greywater reuse in sewered areas, having regard to the protection of water quality and public health.	The Northeast Business Park will include provisions for the installation of rainwater tanks in residential and commercial areas. Recycled water will be reticulated from the Caboolture South WWTP throughout the development. Appropriate greywater reuse will supported by NEBP if in compliance with Council requirements.
11.4 WATER SUPPLY PLANNING	
Principle: Increase security of supply and minimise overall system costs by planning and coordinating regional water supplies.	NEBP to be a prime example of development supporting regional water supply security goals.
Policies: 11.4.2 Minimise the impact of drought and other supply risks by diversifying water supply sources. 11.4.3 Ensure the water supply system includes contingency plans in the event of supply shortages. 11.4.5 Support sustainable water planning and management through appropriate institutional arrangements.	Use of recycled water and rainwater harvesting helps diversify supply. Recycled water and rainwater harvesting, along with demand management forms part for contingency planning. Use of community title within the development provides greater scope for local control and sharing of water resources.

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ENVIRONMENTAL VALUES & WATER QUALITY	
Principle: Protect and enhance the ecological health and water quality of surface and groundwater, including regional waterways, wetlands, estuaries and Moreton Bay.	NEBP to provide net ecological benefit improving water quality in its wetlands, the river and Moreton Bay.
Policies: 11.5.1 Protect or improve the quality of receiving waters through land use planning, development standards and land management practices. 11.5.2 Evaluate and communicate the health of SEQ's waterways through regular monitoring of regional ecosystems. 11.5.3 Ensure the potential impacts of development on water quality in receiving waters are taken into account in planning and development decisions. 11.5.4 Minimise development impacts on the natural water cycle by adopting water sensitive design and water quality standards.	NEBP aims to improve the quality of receiving waters through best practice WSUD measures in the treatment train. NEBP has undertaken monitoring programs and is interested to work with Healthy Waterways in further monitoring programs. Water quality improvements have been a central aim throughout the development process. WSUD measures are proposed throughout the development.
12.0 INTEGRATED TRANSPORT	
Desired Regional Outcome: 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.	The development will facilitate strengthened public transport links to Morayfield and Caboolture, including the northern rail corridor, to encourage greater public transport use and accessibility in all centres. The development has been designed as a masterplanned community providing efficient connections between people, employment and recreation whilst promoting public transport and walking and cycling. The site is well located to take strategic advantage of its location adjacent the Bruce Highway and close to the northern rail corridor
12.1 STRATEGIC TRANSPORT PLANNING	
Principle:	

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Regional Plan Element	Comments
Support a more compact pattern of urban development and promote the self-containment of travel in sub-regions by integrating transport and land use planning.	NEBP is a compact and efficient development based on integration of transport and land uses promoting high levels of relative self containment.
Policies: 12.1.1 Create an interconnected and coordinated transport system by integrating infrastructure and services planning and delivery across all modes of travel. 12.1.2 Support transit communities and regional activity centres with priority public transport networks and services. 12.1.3 Ensure planning and development of urban areas supports walking, cycling and public transport. 12.1.5 Align transport plans, policies and implementation programs at regional and local levels.	NEBP links directly to the regional road network, provides public transport to adjoining centres and the retail network and provides an extensive pedestrian and cycle network. The public transport facilitated by NEBP supports greater public transport use in the development and in Caboolture/Morayfield. NEBP has integrated walking, cycling and public transport into its development intent. The NEBP proposal links private investment to the public bus and rail systems helping all to function more effectively until the public system is self supporting to societal standards.
12.2 SUSTAINABLE TRAVEL & IMPROVED ACCESSABILITY	
Principle: Provide sustainable travel choices to support the accessibility needs of all members of the community.	NEBP to have relatively high levels of non car based travel.
Policies: 12.2.2 Support walking, cycling and public transport use with new infrastructure, improved services and information. 12.2.3 Increase awareness of options for sustainable travel and influence travel behaviour to reduce dependence on private car travel.	NEBP supports all non car travel options. The Northeast Business Park aims at increasing awareness of options for sustainable travel in addition to providing public transport linkages walking and cycling paths, as well as end of trip cycle facilities.
12.4 TRANSPORT SYSTEM EFFICIENCY	
Principle: Provide an efficient and integrated transport system for the region.	NEBP is well connected to transport routes.

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Regional Plan Element	Comments
Policies: 12.4.1 Maximise the use of existing transport assets and services by prioritizing transport investments and policies. 12.4.2 Identify, protect and manage key existing and future transport sites and corridors. 12.4.3 Improve connectivity and provide a hierarchy of alternative routes by enhancing road and public transport networks.	NEBP is well located in respect of the Bruce Highway and the northern rail line, both of which are subject to current State investment. NEBP accommodates the potential alignment of the North south arterial through the site, if ultimately required. NEBP contributes to a sound and enhanced transport hierarchy.
12.5 EFFICIENT FREIGHT SERVICES	
Principle: Provide an efficient and integrated freight transport system for the region.	NEBP is well connected to the interstate highway freight network.
Policies: 12.5.1 Enhance SEQ's position as a major national and international freight and logistics centre servicing the Australian east coast. 12.5.3 Develop and implement a regional freight network plan, including freight interchange requirements. 12.5.5 Manage the impacts of freight in urban areas.	NEBP is well located for freight distribution linking Brisbane and the Sunshine coast, as well as access to the Brisbane Airport and Port of Brisbane, via the Gateway arterial NEBP is well located to align with regional freight network plans. Direct access to the regional freight network ensures that freight trips will not unnecessarily impact on urban uses.
12.6 COORDINATED AIR & SEA TRANSPORT	
Principle: Provide efficient air and sea transport to service both freight and passenger needs.	NEBP connects efficiently to the transport networks.
Policies: 12.6.1 Support development of regional airports as significant economic and social links for regional communities. 12.6.3 Protect the major economic nodes of the Port of Brisbane and Brisbane Airport (the Australia TradeCoast) from incompatible	NEBP is located close to the Caboolture Airport. NEBP is located with direct linkages to Port of Brisbane and Brisbane Airport.

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urban uses.	
12.7 SUB-REGIONAL TRANSPORT SYSTEMS	
Greater Brisbane: Protecting and enhancing the ability of freight to move competitively between manufacturing, production and export nodes, focusing on the regional road and rail freight network with projects such as the Gateway Bridge duplication, Gateway Motorway upgrade and freight interchange improvements.	NEBP is well located in relation to these major nodes and networks.
Sunshine Coast: Protecting and managing the Bruce Highway as a road link of national significance. Upgrading the north coast rail line between Caboolture and Landsborough to increase passenger and freight capacity.	The Northeast Business Park will utilise connections to the Bruce Highway and support its prominence as a road link of national significance. The development will link to the north coast rail line.