



Moreton Bay Marine Park Dredging - Public Benefit Assessment

Cardno (Qld) Pty Ltd

ABN 57 051 074 992

5 Gardner Close Milton Q 4064

PO Box 388 Toowong

Queensland 4066 Australia

Telephone: 07 3369 9822

Facsimile: 07 3369 9722

International: +61 7 3369 9822

cardno@cardno.com.au

www.cardno.com.au

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Version	Date	Author		Reviewer	
		Name	Initials	Name	Initials
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NORTHEAST BUSINESS PARK MORETON BAY MARINE PARK DREDGING - PUBLIC BENEFIT ASSESSMENT

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EXECUTIVE SUMMARY

NEBP is located on a strategically significant 769 hectare landholding on the southern banks of the Caboolture River at Morayfield, close to the heart of Caboolture. The site has a unique set of strategic attributes, making it an ideal location for an integrated development. The key features of NEBP include the following.

- Mixed Industry Business Area (MIBA) - 169 hectares of industry and businesses provided local and regional employment and training opportunities.
- 911 Berth Marina, 300-500 dry boat stacker, and associated Shipyard and Marine Industry Infrastructure, building on Queensland's growing national and international marine industry.
- A Marina Village, accommodating public spaces, cafés, restaurants, public promenades and a mix of villas and apartments.
- Community Facilities, including nodes in the MIBA, residential area, Marina and business facilities.
- Residential Housing areas incorporating a range of housing styles to meet community needs.
- Regional Open/Green Space; approximately 420 hectares of open space, heritage parks, walking tracks, golf course, clubhouse and environment centre.
- Flexibility to respond as demands change over time, with the potential inclusion of retirement living and a primary School.

It is noted that marina facilities including berths, boat construction and maintenance services, fishing platform, canoe platforms and facilities within the Marina Village will be publicly used. The provision of these services is dependant on the ability to maintain navigable access from Moreton Bay.

In order to develop the proposed NEBP it will be necessary to dredge the navigation channel within the Caboolture river, both initially and on an ongoing basis, to maintain the necessary water depth to provide access to the NEBP. The dredging of the navigation channel will also improve navigational safety.

Proposed dredging of the navigation channel will take place within an area designated as 'Habitat Protection Zone' within the Moreton Bay Marine Park, which is designated as within the Caboolture River Estuary. Approximately 545,000m³ material will be removed during capital dredging works. Within this zone major works are only permitted within a "designated works area". The purpose of a designated works area is defined in section 46 of the zoning plan, that is:

"...the purpose of a works area is to provide for the carrying out of major works that might disturb or destroy the natural hydrology, or change the natural species composition or productivity of aquatic communities in the area, if the works are necessary for-

- a) the public benefit; or
- b) the provision of facilities for use by the public.

Example of paragraph (a) – the establishment of transport infrastructure."

To allow the designation of the navigation channel as a 'designated works area', it is therefore necessary to demonstrate that the works are necessary for public benefit.

The overall need for the development has been demonstrated conclusively within the EIS and its supporting assessments. It is important to understand that the feasibility of the development as a whole relies on the synergy between all of the land and water based

elements, and that the marina itself is critical to the success of the proposal. It is noted that marina facilities including berths, boat construction and maintenance services, fishing platform, canoe platforms and marine retail will be publicly used facilities. The provision of these services is dependant on the ability to maintain navigable access from Moreton Bay.

The assessment of public benefit and need has established that the social, environmental and financial net benefits of the NEBP development provide sufficient justification of the public benefit for dredging within the footprint described within the NEBP EIS.

It is proposed that the Zoning Plan be amended to create a works area adjacent to the site. The Marine Parks Act 2004 provides that a Zoning Plan may be amended subject to public notice being undertaken on the proposed draft amendment and consideration being given to submissions received following public notice. The proposed amendment will result in a decrease of the level of protection given by the zone and as such requires a statement to be tabled in the legislative assembly detailing the location of the area where the level of protection is decreased and the reasons for the decrease.

This report is intended to provide sufficient justification to the Environmental Protection Authority and the Minister as to why the proposed amendment is necessary. It is intended to be used to assist in providing a statement tabled in the legislative assembly.

1. INTRODUCTION

Cardno (Qld) Pty Ltd prepared an Environmental Impact Statement (EIS) dated 31 January 2008 for the Northeast Business Park (NEBP). The NEBP is a multi-use business park and marina concept that will integrate industry, marina facilities, commercial, residential, heritage and recreational open space precincts, and is the creation of Northeast Business Park Pty Ltd (the Proponent). The NEBP development was designated a State significant project under the *State Development and Public Works Organisation Act 1971* (SDPWO Act) and a Terms of Reference (ToR) was issued by the Coordinator General (CG), attached as Appendix A of the NEBP EIS.

NEBP is located on a strategically significant 769 hectare landholding on the southern banks of the Caboolture River at Morayfield, close to the heart of Caboolture. The site has a unique set of strategic attributes, making it an ideal location for an integrated development. Figure 1 shows the locality of the site.

Northeast Business Park Pty Ltd proposes to dredge approximately 6.5km of an existing navigation channel within the lower reaches of the Caboolture River to:

- ensure safe navigable entrance to the river at all tides facilitating marine traffic for the proposed Northeast Business Park (NEBP) development incorporating a marina and marine facilities approximately 7.5km upstream;
- address an existing safety concern whereby the safe passage of larger vessels currently restricted to top of the navigation tide, and ensure that navigation is not compromised in adverse weather conditions; and
- increase the outfall of water flows in flood events providing substantial flood mitigation upstream thereby reducing flood hazard within the locality.

The proposed dredging area within the navigational channel commences approximately 1km east of the mouth of the Caboolture River, extends 6.5km upstream and is based on a hydrographic survey in accordance with accepted standards.

Dredging will be limited to chainages where the existing bed depths has reduced through siltation to provide a sufficient underkeel clearance of 3 metres below Lowest Astronomical Tide (LAT). The depths of material that will be required to be dredged during the initial (capital) dredging works are provided in Figure 2.

Siltation modelling has identified that following the capital dredging works, some siltation will occur within the subsequently dredged navigation channel, and approximately 220,000m³ of material will be required to be removed every 5 years. The NEBP EIS identified that these estimates are likely to be conservative in the longer term as the dredged navigation channel approaches a dynamic equilibrium with the adjacent banks and flow regimes. Construction of the dredged works is very feasible and can be effectively managed with appropriate engineering solutions.

Initial dredging in the Caboolture River has been classified as 'capital dredging' and was assessed for economic, social and environmental benefits and impacts as part of the NEBP EIS. In particular the technical reports listed in Table 1 assess the proposed dredging area.

Table 1 Dredging EIS Technical Reports

Appendix Location	Appendix	Report Title
NEBP EIS	Appendix J	Riverbank Erosion Assessment
NEBP EIS	Appendix L1	Aquatic Ecology Assessment
NEBP EIS	Appendix M1	Caboolture River Siltation Study
NEBP EIS	Appendix R2	Caboolture River Dredging Geo-Environmental Investigations
NEBP EIS	Appendix R3	Dredging Site Based Management Plan

Many factors were considered in these assessments, however primary factors included:

- the environmentally sensitive areas within and adjacent to the Caboolture River and their ecological values;
- the Caboolture River having been identified as an undeveloped waterway in State Coastal legislation but including private and public maritime infrastructure to cater for existing marine traffic within the river;
- the fact that the Caboolture River is extremely silted up and there is no record of it previously being dredged even though this presents a navigational safety issue; and
- the degraded ecosystem health of the Caboolture River and the community's expectations that the Caboolture River could be improved.

The Dredging Site Based Management Plan guided by the related technical reports was prepared to ensure the works are conducted in a manner that is sustainable and acceptable by the regulating authorities while addressing the information requirements for carrying out works below Mean High Water Springs (MHWS) involving an environmentally relevant activity (ERA).

The Caboolture River navigational channel forms part of the Habitat Zone of the Moreton Bay Marine Park. Issues regarding dredging in a marine park relate specifically to zones which are highly protected. The objectives of all highly protected zones include:

- (a) providing for the protection of the natural integrity and values of areas of the Marine Park; and
- (b) subject to the above, providing opportunities for certain activities to be undertaken in relatively undisturbed areas.

A written submission by the Environmental Protection Agency (EPA) following the public notification of the NEBP EIS identified the restrictions to capital dredging under regulatory instruments within a marine park and requested supplementary information to satisfy the standard criteria to amend the *Marine Parks (Moreton Bay) Zoning Plan 1997* (zoning plan).

This report appends to the Supplementary EIS and addresses the EPA submission.

It is noted that the capital dredging associated with the construction of a marina entrance will also occur within the Deception Bay Fish Habitat Area (FHA). The navigational channel is excluded from the FHA under legislative provisions. Issues regarding dredging in a FHA include increased pressures on marine ecosystems resulting in changes in fisheries productivity, particularly loss of fisheries habitat and a reduction in water quality. Support can be expected when:

- the impacts of such works are minimal;
- works are for fisheries purposes or community benefit; and

- appropriate mitigation measures are carried out to counter any approved loss of fisheries habitat.

An independent report addressing the submission of the Department of Primary Industries and Fisheries is presented as part of the Supplementary EIS as Appendix J seeking this support.

2. MARINE PARKS LEGISLATIVE PROVISIONS

The Moreton Bay Marine Park boundary extends up the Caboolture River, approximately as far as the downstream extent of the site. To allow the development to operate, it is essential that the navigation channel located within the Caboolture River is dredged to a safe navigable depth. At present, the navigation channel is heavily silted and sand bars are present, which prevent navigation during low tide. The current navigation channel does not reflect the most efficient passage through the mouth of the Caboolture River at present, but is rather a series of straight sections with angled junctions. The Regional Harbour Master has agreed that a slightly amended navigation channel would be more appropriate, which has smooth corners and reflects the portions of the estuary that are naturally deepest. Figure 2 presents an overlay of the existing and proposed navigation channels.

Proposed dredging of the navigation channel will therefore take place within the Marine Park, which is designated as 'Habitat Protection Zone' within the Caboolture River Estuary. Approximately 545,000m³ material will be removed during capital dredging works.

The *Marine Parks Act 2004* provides the legislative framework for the establishment of Marine Park Zoning Plans. As a policy instrument under the *Marine Parks Act*, the *Marine Parks (Moreton Bay) Zoning Plan 1997* has been established and sets out the management approaches for the Moreton Bay Marine Park, including the activities that can take place in its various zones.

Under the *Marine Parks (Moreton Bay) Zoning Plan 1997*, capital dredging of the Caboolture River for the NEBP is defined as "major works", that is:

"...major works, for a zone, means works that are inconsistent with the purpose of the zone and involve the disturbance or alienation of the marine park, including, for example-

- a) the removal or destruction of the substrate, animals or plants; or
- b) the alteration of tidal or natural currents or drainage patterns.

Examples of major works-

- (e) development dredging of a navigation channel or boat harbour."

The dredging proposed under the NEBP proposal is located within a habitat zone of the Moreton Bay Marine Park and within this zone major works are only permitted within a "designated works area". The purpose of a designated works area is defined in section 46 of the zoning plan, that is:

"...the purpose of a works area is to provide for the carrying out of major works that might disturb or destroy the natural hydrology, or change the natural species composition or productivity of aquatic communities in the area, if the works are necessary for-

- c) the public benefit; or
- d) the provision of facilities for use by the public.

Example of paragraph (a) – the establishment of transport infrastructure."

The purpose of a habitat zone under section 15 of the zoning plan is to:

- (a) conserve significant habitats within the marine park and the cultural heritage and amenity values of the marine park; and
- (b) maintain the productivity and diversity of ecological communities within the marine park; and
- (c) provide for reasonable public use and enjoyment of the zone consistent with the conservation of the marine park.

Table 2 provides a summary of the existing zones within the Moreton Bay Marine Park

Table 2: Areas & Zone Types in Moreton Bay Marine Park

Zone	^Size (ha)	% of Park
Buffer	50	0.01
*Protection	1,700	0.5
Conservation	37,900	11.0
Habitat	81,177	27.5
General use	214,628	61.0
Total	335,455	100.00 %

It is proposed that the Zoning Plan be amended to create a works area adjacent to the site. The Marine Parks Act 2004 provides that a Zoning Plan may be amended subject to public notice being undertaken on the proposed draft amendment and consideration being given to submissions received following public notice. The proposed amendment will result in a decrease of the level of protection given by the zone and as such requires a statement to be tabled in the legislative assembly detailing the location of the area where the level of protection is decreased and the reasons for the decrease.

This report is intended to provide sufficient justification to the Environmental Protection Authority and the Minister as to why the proposed amendment is necessary. It is intended to be used to assist in providing a statement tabled in the legislative assembly

3. THE DEMONSTRATED PUBLIC BENEFIT

A revised Net Benefit Assessment has been provided to address separate public submissions and is attached to the Supplementary EIS as Appendix B, superseding that provided as Appendix D of the NEBP EIS. The Net Benefit Assessment describes that the public benefit for capital dredging in a marine park is achieved across the triple bottom line through:

- tourism diversification and support (increased tourism visitation and spend);
- value adding and clustering efficiencies of the marine sector;
- employment and training opportunities;
- reduction in average peak flood height; and
- improved river safety from dredging activities.

As set out in NEBP EIS and in Section 3.1 of the Supplementary EIS, the mix of uses proposed at NEBP operate in a collective fashion, with each use a component of the overall project and contributing to the achievement of the net benefits. Omission or reduction of any one aspect would significantly hamper the development to the extent that the benefits achievable would be reduced. It is noted that marina facilities including berths, boat construction and maintenance services, fishing platform, canoe platforms and marine retail will be publicly used facilities. The provision of these services is dependant on the ability to maintain navigable access from Moreton Bay.

As a result the dredging works should not be considered in isolation when addressing the criteria for amendment of the zoning plan as the dredging works are purposely designed to facilitate access to the NEBP development on a site upstream of the dredging area. The quantitative and qualitative net economic, social and environmental benefits associated with the NEBP development indicate beyond doubt that an overhaul to the zoning plan to allow dredging is required as both community and government data collected support the overriding need for a mixed use development at the NEBP site.

The Net Benefit Assessment undertaken by the AEC Group addressed the 'total project scope' and 'medium scope' to provide the fundamental strategic justification for the NEBP development to proceed, particularly for development components located outside the Urban footprint under the Southeast Queensland Regional Plan, and meet EPA's requirements for works in a coastal zone, respectively.

While the development benefits considered as part of the Net Benefit Assessment in their entirety differ to the requirements of the public benefit criteria to allow major works within the Moreton Bay Marine Park, , the findings are still relevant to this report due to the critical connection between the dredging works and the viability of the development as a whole. Specific development benefits relating to dredging works are highlighted and expanded in the following sections to address the public benefit criteria nominated under the zoning plan and the factors recommendations by the EPA.

To determine public need the EPA recommended that the following factors should be considered at a minimum:

- the provision of a navigation channel in the Caboolture River and impacts on boating safety, including any channel options and documentation provided by Queensland Transport's Regional Harbour Master;
- impacts on local floodplain and flood management, including flood-modelling; and

- impacts on marine industries in Queensland, including provision of marina-berths for boats up to 18 metres in length and documentation from the Department of Tourism, Regional Development and Industry.

3.1 Tourism Diversification and Support

The southeast Queensland region boasts a number of recognised visitor drawcards, specifically within the Caboolture region key drawcards include Pumicestone Passage, Bribie Island and Moreton Bay. The presence of a large-scale marina and marine services cluster in proximity to the popular Moreton Bay and Pumicestone Passage is likely to attract additional private boat owners and marine tourism operators. It is anticipated the marina will become a hub for water based tourism services from the Caboolture River.

The NEBP development will provide a first class facility that enables easy linkages between land and water based activities, which is in line with the state government priorities outlined in the Living the Queensland Lifestyle (2006) document for encouraging and facilitating participation in boating leisure activities. There are significant opportunities to create high value tourism services around the development with significant flow on benefits for other tourist attractions in the region.

There is also a significant shortage of appropriate berthing and associated facilities in SEQ as demonstrated in the marina demand assessments by the Pacific Southwest Strategy Group (PSSG), existing as Appendix E7 and E8 of the NEBP EIS.

PSSG reports a total projected demand of approximately 10,404 berths by 2020. It should be noted that these figures are likely to be conservative, given the 7.1% growth in boat registrations over 8 months in 2006.

It was reported that the Boating Industry Association of Queensland (BIAQ) estimates that the Queensland marine industry contributed \$2.6 billion to the State's economy, providing 11,000 jobs. 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. A letter of support from the BIAQ is provided in Appendix A.

3.2 Value Adding and Clustering Efficiencies of the Marine Sector

The marine sector is a high value industry with the potential to sustain a substantial support services network including businesses with direct marine connections such as marine engineering, boat manufacture and repair services, a service sector including clothing and equipment sales and administrative, financial and management functions (Queensland Department of State Development, 2007).

The NEBP development supports and facilitates the goal of the former Caboolture Shire Council Economic Development Plan of growing industry development and trade through incubation and clustering (MacroPlan Australia, 2004).

It is envisaged that the NEBP will develop as the regional marine services hub, capable of attracting visitors and consumers from within the region and beyond. As well as the direct economic impact of this additional business activity, the development of such a hub is also likely to result in the creation of significant additional training and employment opportunities, many in technical and skilled roles. Appendix C2 of the NEBP EIS describes the co-location if the industry precinct with the marina precinct provides 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 and industry precinct.

The marine sector would also derive many benefits from the establishment of a cluster arrangement including (Berk & Associates, 2007):

- facilitating the creation of business to business networks and co-operation;
- enhanced business and industry productivity through increased access to specialised suppliers, skills, and information;
- improved targeting and impact of marketing activities;
- increased industry efficiency through improved industry coordination and collaboration; and
- other supply chain synergies between companies (for example between a boat builder and a boat sales dealer).

3.3 Employment Opportunities

The Caboolture labour market is anticipated to experience the majority of the labour force impacts and forms the focus of the analysis. Caboolture Shire Council have established a target that within the next 20 years two out of three working residents will be employed inside the Caboolture Shire boundary described in Appendix E1 of the NEBP EIS. To achieve this target, AEC forecast that an additional 30,000 jobs will need to be created over the next 20 years. It is estimated that the NEBP will contribute just over 700 direct FTE employment positions each year during the construction phase of the project and over 14,000 direct FTE employment positions when it is operational (Appendix E1 of the NEBP EIS) including 348 within the marina precinct.

3.4 Reduction in Average Peak Flood Height

Parsons Brinckerhoff in their revised flood study (existing as Appendix E of the Supplementary EIS) show initiatives including re-profiling of land near the marina, and widening the dredged navigation channel will result in a reduction in peak flood levels for the 1 in 100 year ARI event. The increased conveyance through the development site by use of earth diversion banks, grass management and additional earthworks reduces the flood risk to the wider community.

A reduced flood risk would be a large benefit for both residents with properties on the flood plain and those living nearby. A major flood has the potential to have a devastating impact on their properties requiring significant remedial work to repair and replace the flood damage.

Reducing the flood impact would also be a benefit to businesses in the region. In a flood event, significant losses of stocks and equipment could be incurred as well as damage to property. In the longer term significant flood event/s could make the region much less attractive to new businesses who would not only be concerned about potential losses from the flood but also about possible reductions in overall business activity in the area.

3.5 Improved River Safety from Dredging Activities

The dredging of the river mouth will result in deeper navigation channels and river entrance, increasing the safety of all those entering the Caboolture River, regardless of their intent to utilise the facilities at the NEBP marina precinct. The education programs run by the proponent at NEBP, the continuation of the reduced speed zones, as well as the incorporation of additional lit navigation beacons will contribute to the increased safety of existing boating activities.

Improved safety resulting from NEBP is supported by comments from the regional Harbour Master (R. Johnston, Regional Harbour Master, email 28 November, 2008):

"I am satisfied that the revised navigation channel will further promote navigation safety in the river and improve natural waterflow. I am also satisfied that the suggested lit navigation beacons are appropriately positioned to further enhance safety."

Section 2.2 of the Dredging Site Based Management Plan provides a background to the evolution of the engineering for dredging works.

3.6 Beach Replenishment

The material dredged from the navigation channel during maintenance dredging is potentially a source of sand for beach reclamation works at locations such as Beachmere. Material from the initial capital dredging works, and from the first 10 years of maintenance dredging will be disposed of on the NEBP site, and at the end of this period, sufficient information will be available to determine the volume and suitability of such material for beach replenishment purposes.

In northern NSW and southern Queensland a very large and ongoing beach nourish program has been initiated, known as the Tweed River Entrance Sand Bypassing Project and it involves pumping sand to the north around the entrance to the Tweed River and depositing it at Kirra Beach and other locations (see www.tweedsandbypass.nsw.gov.au). In other parts of the world beach nourishment is a major tool for coastal management.

Beach nourishment can be considered as an option to increase the buffer of available sand to accommodate the short term erosion threat and any longer term trends of shoreline retreat. This option would require sand of suitable grain size and quality to be placed on the beach to accommodate short term erosion and offset any long term losses. The quantity and frequency of nourishment would be determined from design storm erosion calculations and shoreline recession rates calculated from a monitoring program. At this time it would also be required to assess the potential impacts of storm surge inundation and mitigate this with the beach nourishment by building dunes of appropriate height.

Coffey Geotechnics on behalf of the Proponent has undertaken a grain particle size comparison to determine the suitability of using Caboolture River dredge sands for the proposed Caboolture River – Beachmere Renourishment Project. Laboratory testing indicates that the particle size distribution for the sands sampled within the proposed dredge and renourishment areas varies significantly however that this is normal in all alluvial environments where natural sorting of particle sizes occurs when sediment is subject to varying levels of wind, wave, tide and river energies. This report can be provided if requested.

Additional sites for beach nourishment shall continue to be investigated and subject to the appropriate geotechnical testing and environmental assessment.

3.7 Improved and Non-Exclusive Public Access

Dredging has the potential to increase the use of the Caboolture River by both recreational and commercial fishers. It is almost certain that there will be an increase in the use of the Caboolture River by recreational fishers due to increasing population pressures in Southeast Queensland and irrespective of the proposed development. As far as is known, most commercial fishing is done either by larger boats (e.g. prawn trawlers) moored in the river or smaller boats that can be launched from boat ramps. Dredging is therefore unlikely to facilitate access by additional commercial fishing boats. Moreover, a greater recreational presence is likely to assist in regulating commercial fishing on the river.

Currently a range of marine traffic utilise the Caboolture River as reported in Appendix G to the EIS, but access is currently restricted at low tide to smaller craft creating 'exclusivity'.

3.8 Government Support

Support has been formally given during the public notification of the NEBP EIS by the Department of Tourism, Regional Development and Industry. This letter of support is provided in Appendix A.

Marine industries have been identified as a priority sector within the Queensland Government's Smart Industry Policy. It classifies Queensland's marine industries sector as an Emergent Industry and is recognised through the launch in March 2008 of the Marine Sector Action Plan, by the Honorable Desley Boyle MP, Minister for Tourism, Regional Development and Industry.

The Department of State Development also made a submission in 2006 to the State Government Regulatory Task Force identifying the regulation of marina developments as a 'hot spot' for regulatory reform. This submission detailed the high level of demand for marina berths across Queensland and the potential for limitations in marine infrastructure to impede the development of Queensland's marine industry sector.

3.9 Community Support

An extensive community engagement exercise was undertaken between October 2007 and the present day, presented as Appendix G of the NEBP EIS which relates to marina demand and consequently applies to dredging works

By the time the EIS had been lodged, community issues and support for the project had been clearly identified through the exercise, including community views regarding the desirability and overriding social need for the marina and associated marina industrial development. The community consultation program engaged with a broad stakeholder base including local community members, interest groups, recreational angling and boating users, local businesses, the boating business and building community and Sanctuary Cove Boat Show attendees.

The desirability of NEBP as a landmark destination because of its proposed marina amenity was clearly identified at all consultation and community engagement activities such as community information days, face to face consultation, site tours and riverbank, on river consultations and written feedback including attitudinal surveys.

Details of the consultation process have been specifically referenced in Appendix G of the NEBP EIS within chapter 3 pp 132, chapter 4 pp 329-340 and chapter 5 pp 360-374.

Key responses included the following.

- Project benefits outnumbered project limitations by almost 5 to 1 and the great majority of the overall comments reinforce this high degree of local support.
- A total of 362 statements of support were recorded as part of the consultation program.
- 47% of community information day attendees identified marina and recreational life style as the top positive benefit.
- 16% of community information day respondents stated that tourism would be enhanced and the regions profile would be enhanced.
- 94.5% of surveyed recreational anglers and boating community stated that the proposed marina, if managed well will be advantageous to the region.

- 100% of all anglers consulted agreed that shore angling in a dedicated area for fishing on the bank near the entrance to the marina would be beneficial and would provide access to the Caboolture River which has been difficult, and would be good for the area.
- Attitudinal survey respondents ranked demand for marine industry repair facilities as mean average 6.9/10 and a yacht club ranked as mean average 7.6/10 (third and fourth highest amenity/business sector demand by respondents).

The top five benefits identified by the respondent community during the consultation identified the marina concept as a high priority stating. The marina would:

1. enhance social cohesion and improve community identity (36%);
2. improve the natural environment (27%);
3. increase employment in the region (18%);
4. bring economic benefits to the region (14%); and
5. improve recreation and leisure activity in the region (5%).

3.10 Business Support

Desirability and overriding social need for the marina and associated marine industrial development was also identified as highly beneficial by the respondent community including the business community who identified destination place and economic benefits resulting in the development of the marina and mixed industry business use as a positive benefit to the region. General comments included perceptions that the marina development would put Caboolture “on the map”.

Letters of support from marine industry providers are also tabled in Appendix E7 of the NEBP EIS. Details of the consultation of marine industry stakeholders are detailed pp 28–39 of that report. Commercial and club marina stakeholders consulted included:

- Brisbane Marine Industry Park (BMIP);
- Gold Coast City Marina;
- Horizon Shores Marina;
- Hope Harbour Marina;
- Kawana Waters Marina;
- Manly Boat Harbour which incorporates four marina complexes of
 - East Coast Marina
 - Moreton Bay Trailer boat club (MBTBC)
 - Royal Queensland Yacht Squadron (RQYS); and
 - Wynnum Manly Yacht Club Marina;
- Marina Mirage;
- Mariners Cove Marina;
- Mooloolaba Marine Wharf Complex;
- Mooloolaba Yacht Club;
- Newport Waterways Marina;
- Noosa Harbour Marine Village at Tewantin;
- Rivergate Marine and Industry Park;
- Runaway Bay Marina;
- Sanctuary cove Marina;

- Scarborough Marina;
- Southport yacht club; and
- Spinnaker Sound Marina.

Local marine industry business operators were consulted throughout the EIS process who included:

- Albo Marine Pty Ltd;
- Boalworx Marine Service;
- Bribie Pontoons/Vasard Marine Pty Ltd;
- Linco Manufacturing (bought out by Higwood Anchors);
- Hi-Ryder Boats Pty Ltd;
- Kavlacat Power boats Australia;
- Noble Engineering;
- Power Cat Marine Pty Limited;
- South Pacific Marine Pty Limited;
- Tara Industries Pty Ltd; and
- Winning Yachts Pty Ltd.

A letter of support by Glascraft Marine, a large retail marine chandlery, is provided in Appendix A.

The Marine Industry stakeholders were invited participants in three business sector consultations with detailed contacts and responses provided in chapters 3 and 4 of Appendix G of the NEBP EIS.

4. CONCLUSION

In order to develop the proposed NEBP it will be necessary to dredge the navigation channel within the Caboolture river, both initially and on an ongoing basis, to maintain the necessary water depth to provide access to the NEBP. The dredging of the navigation channel will also improve navigational safety.

The overall need for the development has been demonstrated conclusively within the EIS, the Supplementary EIS and in supporting assessments. It is important to understand that the feasibility of the development as a whole relies on the synergy between all of the land and water based elements, and that the marina itself is critical to the success of the proposal. It is noted that marina facilities including berths, boat construction and maintenance services, fishing platform, canoe platforms and marine retail will be publicly used facilities. The provision of these services is dependant on the ability to maintain navigable access from Moreton Bay.

The assessment of public benefit and need has established that the social, environmental and financial net benefits of the NEBP development provide sufficient justification of the public benefit for dredging within the footprint described within the NEBP EIS.

It is contended that the information contained herein and within the NEBP EIS and Supplementary EIS satisfies the public benefit criteria for designation of a works area within the Moreton Bay Marine Park to deepen the preferred Queensland transport navigational channel for reasons including:

- strengthening of the regional economy;
- reduced risk of flood hazard within the locality;
- provision for world class marina facility with important marine industry linkages to the regional marine industry;
- management of impacts and safety standards of recreational boating in Moreton Bay and the Pumicestone Passage; and
- improved public access; and
- overriding government and community support.

It is proposed that the information contained above and within the NEBP EIS satisfies the criteria for designation of a works area within the Moreton Bay Marine Park to deepen the preferred Queensland transport navigational channel to prevent exclusivity of boat owners accessing the NEBP development.

FIGURES

Figure 1 Site Locality

Figure 2 Capital Dredging Depths within the Preferred Navigational Channel



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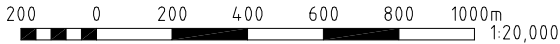
Rev: Orig. Date: 23 July 2008

North East Business Park Pty Ltd
CAD FILE: I:\7800-40\ACAD\Moreton Bay Marine Park Dredging - PBA\Figure 1 - Locality Plan.dwg
XREF's: X-Caboolture_mga94; X-Base-Design 3; X-Road Outline Res A and B

Aerial Sourced from Google Earth, 2008.

LEGEND

-  North East Business Park Site Boundary
-  Agreed Navigation Channel

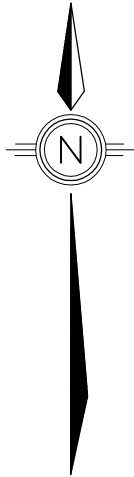


Scale 1:20,000 (A3)

**FIGURE 1
LOCALITY PLAN**

Project No.: 7800/40

PRINT DATE: 23 July, 2008 - 1:49pm



CUT DEPTHS

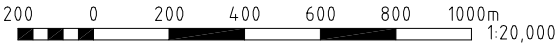
- 0.5m
- 1.0m
- 1.5m
- 2.0m
- 2.5m
- 3.0m

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LEGEND

- North East Business Park Site Boundary
- Agreed Navigation Channel



Scale 1:20,000 (A3)

FIGURE 2

CAPITAL DREDGING DEPTHS WITHIN THE PREFERED NAVIGATIONAL CHANNEL

Rev: Orig. Date: 23 July 2008

North East Business Park Pty Ltd
CAD FILE: I:\7800-40\ACAD\Moreton Bay Marine Park Dredging - PBA\Figure 2 - Capital Dredging Depths within the preferred Navigational Channel.dwg
XREF's: X-Caboolture_mga94, X-Road Outline Res A and B

Project No.: 7800/40
PRINT DATE: 23 July, 2008 - 1:59pm

PLATES

Photographs Showing Recent Beach Erosion at Beachmere



APPENDIX A

Letters of Support



**Queensland
Government**

Please quote: MN=92309
Contact officer: Andrew Broadbent
Contact telephone: 3224 6112

Department of
Tourism, Regional Development
and Industry

- 9 MAY 2008

Mr Colin Jensen
Coordinator-General and
Director-General
Department of Infrastructure and Planning
PO Box 15009
CITY EAST QLD 4002

Dear Mr Jensen

Proposed North East Business Park development - Morayfield

I refer to the above development proposal, which has recently had its Environmental Impact Statement (EIS) available for public comment as part of the 'significant project' assessment process under the *State Development and Public Works Organisation Act 1971*.

Marine industries have been identified as a priority sector within the Queensland Government's Smart Industry Policy. It classifies Queensland's marine industries sector as an Emerging Industry and is recognised through the launch in March 2008 of the Marine Sector Action Plan, by the Honorable Desley Boyle MP, Minister for Tourism, Regional Development and Industry.

Although starting from a relatively small base, Queensland's recreational boatbuilding industry has grown rapidly. Queensland boating registrations have grown at nearly three times population growth for a decade. The average size of boats purchased is also trending up, requiring more wet berths and hard stand facilities. There is currently a severe shortage of available boat storage (wet and dry) facilities in Queensland, especially South-East Queensland. The marine industry indicates there could be a shortage of up to 2,000 wet berths. Therefore, the inability of potential boat owners to be able to access boat storage has the potential to constrain domestic boat sales with negative flow on impacts to Queensland's growing marine industries. In Sydney, this supply constraint has been reported as a significant factor in causing a reduction in boat sales.

Level 26, 111 George Street
BRISBANE QLD 4000
PO Box 15168
City East QLD 4002

Telephone +61 7 3224 4009
Facsimile +61 7 3225 1671
Website www.dtrdi.qld.gov.au
ABN 97 406.359 732

It is understood the North East Business Park development proposal includes a 911 berth marina, 300-500 dry boat storage facility as well as a 169 hectare mixed industry business area that incorporates a marine industries precinct. The development of large "greenfield" sites in an integrated manner allowing for people to work, live and play in a locality should lead to more sustainable development outcomes. The Department of Tourism, Regional Development and Industry is keen to see the sustainable development of regional business and industries in this integrated manner. The Department of Tourism, Regional Development and Industry strongly supports boat storage (wet and dry) and marine industries precinct facilities in suitable locations being considered and progressed in a timely manner, especially in the current severe wet berth shortage climate.

The proponents have recently raised concerns with the Department of Tourism, Regional Development and Industry regarding a letter dated 4 April 2008, from the Southern Region Division, Planning Group of the Department of Infrastructure and Planning, providing a submission to the EIS. The submission states that the proposal is inconsistent with the Regulatory Provisions of the SEQ Regional Plan. This appears to contradict earlier advice provided to the proponent in a letter dated 28 October 2004 from the former Office of Urban Management in the Department of Local Government, Planning, Sport and Recreation. This letter advises that the draft Regulatory Provisions of the draft SEQ Regional Plan do not apply to development applications made before the Regulatory Provisions came into effect on 27 October 2004. Enclosed are copies of the letters.

Following a meeting with the proponent, officers of the Department of Tourism, Regional Development and Industry have discussed the concerns raised by the proponent with Mr Michael Allen, EIS Manager. Based on these discussions, it would be appreciated if you could provide clarification to the proponent to ensure that the relationship between the previous advice that the Regulatory Provisions of the SEQ Regional Plan would not apply to the proposed development, and the recent advice is clearly explained.

If you have any queries in relation to this matter, please contact Mr Andrew Broadbent, Manager, Project Development and Facilitation Branch, Department of Tourism, Regional Development and Industry, on telephone 3224 6112, or via email andrew.broadbent@dtirdi.qld.gov.au.

Yours sincerely



Bryan Coulter
Acting Director-General

Encl.

COPY**Queensland
Government**

Contact: Kylie Mayle
Telephone: (07) 3247 5461
Facsimile: (07) 3235 4583
Email: kylie.mayle@dip.qld.gov.au

Office of Urban Management

Department of
Local Government, Planning
Sport and Recreation

28 October 2004

Mr J Smith
Noosa Event
PO Box 1001
SPRING HILL QLD 4004

Dear Mr Smith

Reference is made to our telephone conversation on 28 October 2004 regarding the status of development applications that pre-exist at the time of launch of the draft SEQ Regional Plan on 27 October 2004.

As per our discussions, I confirm that under the Section 6 of Division 4 of the draft Regulatory Provisions of the draft SEQ Regional Plan, the draft Regulatory Provision do not apply to development applications made before the day the Regulatory Provisions came into effect. The draft Regulatory Provisions came into effect on 27 October 2004.

I trust this information is of assistance to you.

Yours sincerely

Lindsay Enright
Director - Planning and Open Space
Office of Urban Management

Level 4 61 Mary Street Brisbane
PO Box 31 Brisbane Airport Street
Queensland 4002 Australia
Telephone 07 3247 5468
Facsimile 07 3235 4583
Website www.oum.qld.gov.au
ABN 61 321 850 314

Our Reference: T1361
Enquiries: David Rowland
Telephone: 340 54136
E-mail address: David.Rowland@dip.qld.gov.au



**Queensland
Government**

4 April 2008

Department of
Infrastructure and Planning

EIS Project Manager
Northeast Business Park
Major Projects Division
The Coordinator-General
PO Box 15009
CITY EAST QLD 4002

Dear EIS Project Manager

The Southern Region Division, Planning Group (SRD) within the Department of Infrastructure and Planning wishes to provide the following submission on the Environmental Impact Statement (EIS) for the proposed Northeast Business Park (NEBP).

The SRD's submission focuses on whether the EIS has appropriately addressed the regional policies and associated regulatory provisions of the South East Queensland Regional Plan 2005-2026 (SEQ Regional Plan) as required under the Terms of Reference (ToR) for the project.

The NEBP has been assessed against the SEQ Regional Plan as an integrated mixed use development. The assessment has largely focused on the Marina Precinct and Residential Precincts which are proposed outside the Urban Footprint, within the Regional Landscape and Rural Production Area (RLRPA).

The SRD's assessment of the EIS has determined the NEBP is:

- inconsistent with, and does not further the outcomes of the SEQ Regional Plan; and
- inconsistent with the regulatory provisions of the SEQ Regional Plan.

The reasons why the NEBP is inconsistent with the SEQ Regional Plan are outlined below:

Intent and policies of the SEQ Regional Plan

The NEBP is proposing significant urban development outside the Urban Footprint, within the RLRPA mapping designation in the SEQ Regional Plan. The Intent of the RLRPA is:

"The Regional Landscape and Rural Production Area identifies lands that have regional landscape, rural production or other non-urban values and protects these areas from encroachment by inappropriate development, particularly urban or rural residential development."

The SEQ Regional Plan includes Desired Regional Outcomes (DROs) for the Regional Landscape, Natural Resources and Rural Futures, to guide planning in the RLRPA. It also includes DROs on Urban Development and Economic Development which relates to the management of urban growth in the Urban Footprint.

Executive Building
100 George Street
PO Box 15009
City East Queensland 4002
Telephone +61 7 3247 5413
Facsimile +61 7 3235 4563
Website www.dip.qld.gov.au

ABN 25 166 523 889

The proposed urban development outside the Urban Footprint is inconsistent with the intent and policies of the SEQ Regional Plan to consolidate development within the Urban Footprint.

The proponent has indicated the project would provide a number of social, economic and environmental benefits, including a net benefit in environmental, social and economic terms. However, this falls to adequately justify the scale of residential, tourism and retail uses proposed outside the Urban Footprint against the relevant elements of the SEQ Regional Plan.

Regulatory provisions of the SEQ Regional Plan

Due to the nature and scale of development proposed within the RLRPA, the NEBP project is required to demonstrate –

- o locational requirements or environmental impacts of the development necessitate its location outside the Urban Footprint; and
- o there is an overriding need for the development in the public interest.

Locational Requirements

The proposed form of development within the RLRPA is inconsistent with the locational requirements of the regulatory provisions, in particular the proposed residential and retail uses are not locationally dependent upon the natural and rural environment and these uses can be easily located within urban centres.

Overriding Need in the Public Interest

The overriding need in the public interest for the proposed development has not been established by the applicant. The project has:

- o inconsistencies with a number of the DROs of the SEQ Regional Plan; and
- o not demonstrated significant adverse economic, social or environmental impacts would occur should the development not proceed.

Conclusion and recommendation

The Coordinator-General's support for this project would set a precedent in relation to the State government support of key policy elements of the SEQ Regional Plan. The State government has held a strong position on limiting urban development, particularly residential development, to within the Urban Footprint since the introduction of the SEQ Regional Plan in October 2004.

For example, the previous regional planning Minister has used their reserve powers under the *Integrated Planning Act 1997* to call in and refuse two applications for tourist, retail and residential development proposed outside the Urban Footprint to uphold the integrity of the SEQ Regional Plan. The two applications provided similar justification to the NEBP project in relation to being integrated master planning developments and in both cases the State determined this was not sufficient grounds to allow urban development outside the Urban Footprint.

The Department of Infrastructure and Planning is currently facilitating the development of land use and infrastructure studies for the Moreton Bay region. The outcomes will help inform the preferred settlement pattern for the 2009 – 2010 SEQ Regional Plan review. Support for this project prior to the outcomes of this study would pre-empt and potentially compromise the implementation of this study.

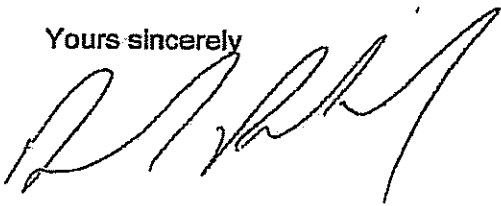
It is acknowledged certain elements of the NEBP are consistent with and supported under the SEQ Regional Plan, i.e. the industrial and business uses within the Urban Footprint. In light of this, it is recommended an addendum to the EIS is undertaken amending the project to be consistent with the SEQ Regional Plan and other planning instruments, including Council's planning scheme.

The addendum would include the:

- removal of all residential activities outside the Urban Footprint;
- removal of all residential and retail showroom activities from areas within the Urban Footprint which are suitable for industrial development; and
- reduction in other urban activities outside the Urban Footprint to a scale and form ancillary to and directly associated with a marina (boat mooring and storage facility).

To discuss the content of this submission in more detail, please contact myself by telephone (340 54139) or e-mail.

Yours sincerely

A handwritten signature in black ink, appearing to read 'D. Rowland', written over a horizontal line.

David Rowland
A/Director
Southern Region Division, Planning Group

TO WHOM IT MAY CONCERN

"Expression of Support"

Northeast Business Park Pty Ltd. proposal to construct a world class Business Park and Marine Industry precinct on freehold land adjoining the Caboolture River.

On behalf of the Directors of the Boating Industry Association Queensland, I write to record an "Expression of Support" for the proposed development by Northeast Business Park Pty Ltd, which is a current financial member of this association.

The Boating Industry Association Queensland (BIAQ) regularly surveys its Marina Division members in relation to waiting lists for marina berths. Over the past eighteen months the waiting list has varied between 1500 x 1600 throughout Queensland, heavily weighted to the south-east corner.

With net migration into south-east Queensland predicted to average 60,000 people per annum, a strong desire for on water lifestyle will continue to increase demand for the limited number of berths currently available.

The BIAQ therefore commends the proponents North East Business Park Pty Ltd for its development concept, the estimated \$353 million contribution to the Caboolture economy & the planned creation of more than 10,000 jobs during the course of the construction period.

Building the Marine Industry precinct incorporating some 600 to 800 marina berths will go a long way to alleviating part of the paucity of marina berths in the south-east corner.

The marine industry in Queensland has been experiencing unprecedented, experiencing 5-6% growth each year over the past 10 years, which is approximately twice the population growth.

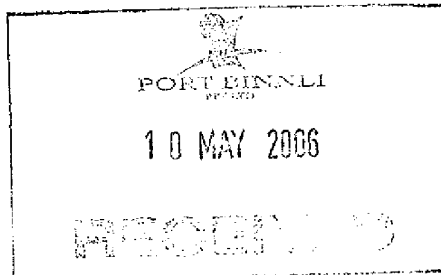
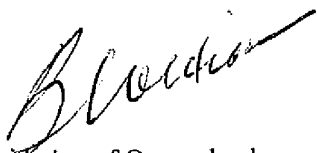
As at 31 March 2006 there were 201,157 registered vessels in Queensland and the prediction is that by 2015, assuming the growth rate is maintained, there will be 300,000 registered vessels.

Another Milestone for recreational boating in Queensland is that there is now in excess of 500,000 licences on issue.

To summarise, BIAQ would like to offer the highest level of support to Northeast Business Park Pty Ltd in its pursuit for development approval for this particular project which will inject wealth into the local community, create additional employment and go some way to easing the demand on marina berth which currently has become a roadblock for further development of the Marine Industry in this state.

Yours sincerely

Barry Hibberd
General Manager
Boating Industry Association of Queensland



Boating Industry
Association of
Queensland

OFFICE

Unit 2/54 Riverside Place
Morningside
Queensland 4170

POST

P.O. Box 3305
Tingalpa DC
Queensland 4173

p 617 3899 3333
f 617 3899 3051
e biaq@biaq.com
w www.biaq.com

Member

- Australian Marine Industry Federation (AMIF)

Divisions

- Queensland Marina Association
- Queensland Marine Brokers Association
- Queensland Small Craft Council
- Marine Retailers Division
- Manufacturers Division



GLASCRAFT MARINE

86 BROOKES STREET
FORTITUDE VALLEY QLD 4006
BRISBANE AUSTRALIA
ABN: 49 009 775 508



PHONE: 61 7 32525955

FAX: 61 7 32525007

EMAIL: sales@glascraftmarine.com.au

Mr. Peter Hooke
Director
Port Binnli P/L
PO Box 1001
Spring Hill
Qld 4004



30 MAY 2006

RECEIVED

15 May 2006

Dear Peter,

Re: Changes to Coastal Management Act

I refer to our discussions as to foreshadowed changes to the Act which may have the effect of stifling or prohibiting further Marina development in Queensland.

We are a large retail Marine Chandlery, selling accessories for Power and Sail boats, and come into daily contact with boat owners and operators of vessels of all sizes and descriptions.

There is currently a growing shortage of Marina berths in Queensland, and as they become filled they become a scarce commodity. The effect of this has been to drive up the cost of buying or leasing space in Marinas.

The Marine Industry requires increasing accommodation if it is to grow – otherwise the tremendous expansion of the Industry in Queensland, which has created enormous numbers of jobs and economic growth, will plateau and stagnate.

Further, the effect will be to make the safe storage of boats unaffordable to all but the very wealthy.

We hear stories every day of how difficult it is to find a Marina berth, and how expensive they are becoming. One of our Brisbane customers was ecstatic that he had managed to get an approved "swing" mooring for his small yacht (which is not as good a solution as a berth) – but it was off North Stradbroke Island ! He was very happy, because it was all he could afford, and at least he could keep his boat.

We also regularly hear stories of people who are hesitant to buy a moored boat, or are dissuaded from doing so, because they cannot find anywhere to keep it.

One feature of boating in Queensland in recent years has been the incredible growth in the numbers of catamaran hulls, both Power and Sail. These have great advantages in the relatively shallow waters of South-East Queensland and in cruising around the Whitsundays. However, they do require the equivalent of two berths, so the available berths are being even more rapidly absorbed.

There is a carry-on effect flowing back from the availability of safe and affordable mooring – if this is not available, then the overall sales of boats will decline, the growth of the Industry will decline, and all the associated service and product providers (such as ourselves) will find their business growth stymied.

Clearly, Marina developments should be subject to sensible environmental regulation, and be constructed with sensitivity to the natural and built environment – equal clearly we have the resources and technology in Queensland to do so.

We therefore share your concerns as to unbalanced restriction of Marina construction, and are confident in saying that these concerns would be shared not only by those in the Industry like ourselves, but also by our thousands of customers, both large and small.

Yours faithfully,



David Paratz
Managing Director