Integrated
Motorsport
Education Tourism
and Technology

Project Initiation and Planning

Initial Advice Statement

i-METT Project
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Intellectual Property Warning

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1 EXECUTIVE SUMMARY

i-METT Queensland Group Pty Ltd (i-METT) is developing a unique multi function project, incorporating Motorsport, Education, Tourism and Technology in an Events-based precinct midway between Brisbane and the Gold Coast.

The project is located so that it can complement the natural attractions available in the area while simultaneously establishing a new generation motor racing precinct. It is the intention to use the venue as a year round facility for tourism, sports, television, technology development, education and accommodation. Unlike other more conventional single-purpose complexes, i-METT is designed from the outset as a state of the art facility offering a specific range of top quality products and services, using the motor racing circuit as a principle draw card. Technologically it will incorporate the very latest environmental processes, controls and energy management systems; and bring significant employment, training and business opportunities to the area.

The overall impression will be that of a purpose-built urban village, featuring verandas, protected walkways, trees, parkland and areas that can double as display areas for cultural, tourism, education, community and motor racing activities. Themed streetscapes and overhead streetlamps, promoting a market-style atmosphere, will complement the overall feel of the complex.

The i-METT Project will be a masthead project with a tremendous positive impact on tourism, local business and the community, education, technology and services.

The local, state and national economy will benefit to the tune of $1,000 million capital expenditure over stages 1 and 2 as well as the creation of over 2,000 jobs during the years of construction. Once operational the precinct will create an estimated 5,000 new jobs with further significant number of jobs expected due to the multiplier effect.

The project will significantly enhance the natural and social environments through the rehabilitation of the existing sugar cane land into a botanical park with a sustainable focus. In addition the project will create meaningful education, training and employment opportunities for all groups within the community and provide a significant asset for community enjoyment.

2 INTRODUCTION

2.1 Background

Over the years many groups have previously explored developments based on motor sport facilities, with limited success. Many existing single-purpose events venues worldwide, some of which were built in the 1950's and 1960's, are currently reviewing their operations with a view to adding additional value in complementary areas. Often these facilities are located away from convenient transport or urban centres and also suffer from limited land space in which to expand and grow their facilities. Numerous one-off attempts to improve facilities have not resulted in the benefits envisaged.

This is largely due to fundamental misunderstandings as to how patron and sponsor requirements have changed, leading to introduction of the new generation “cluster style” venue incorporating multiple complementary facilities. i-METT believes the key to success is in the multi-function nature of the facility concept.

The strategic combination of the Motor Racing Circuit together with the more consistent Tourism revenue, backed with the Accommodation and Services Industries, provide an ideal synergy from which to begin. If we add to these the “Technology Cluster”, providing Television and Technology Services, augmented by the Education facilities the precinct becomes a high profile technology and training incubator for the area and for the state.

The location is the key, requiring an area well serviced by public transport that is located in a central metropolitan area that has the potential for future growth and development.

2.2 The Proponent

i-METT has evolved from Rothgard International; a strategic planning, business reengineering and project management group. i-METT is a new entity with the express purpose of establishing the alliances, partnerships and strategic joint ventures necessary for developing the new complex. The venture is privately Australian owned.

i-METT has already invested over 30 man-years of effort in the project and is now ready to turn this effort into reality. This will be achieved by:

- Engaging a local specialist group to drive the IDAS process including EIS;
- Leading a team of predominantly local organisations supplemented with some specific international expertise to detail the design and produce a Bankable Feasibility Study.
- Assembling a team of local project and contracts management expertise to supervise largely local mid-tier enterprises in the design and construction of the packages that make up the precinct.

i-METT will own and operate the precinct as a long-term business.

2.3 Purpose and Scope

- Identify, build, own and operate an internationally focussed multi-function precinct targeting tourism, education, technology and leisure
- Create a business enterprise that utilises key expertise both internal and external
- Create a workplace incorporating world’s best practices
- Create an environment that our people want to work in

- Add value to the local communities
- Be a leader in the use of technology and environmental sensitivity.

3 THE PROPOSAL

i-METT is a multifunctional project, centred around a unique blend of facilities and technologies. It will be developed on a botanical park foundation integrating a comprehensive urban village development. Incorporated will be an international standard motorsport facility, hotel, theme park, television and technology facility, educational institute and museum, in a village style complex featuring extensive open space, parks, walkways and water features.

The precinct will utilise the latest computing, media, communications and control technologies and will have two principle aims:

- The first will be to cater for the paying public and house the botanic park, stadium, motor sport event facilities, educational institute, hotel, museum, television studios, control rooms and theme park.
- The second will be to cater for automotive and precinct-associated-functions, by providing training, facilities and services to advance the use of up-to-date technologies in South East Queensland in particular, and Australia in general.

Control of the precinct will rest with a large and well-equipped data centre at which a number of functions will converge. They include ticketing, site control, environmental management, television, water, power, air conditioning, communications, sound monitoring and security systems.

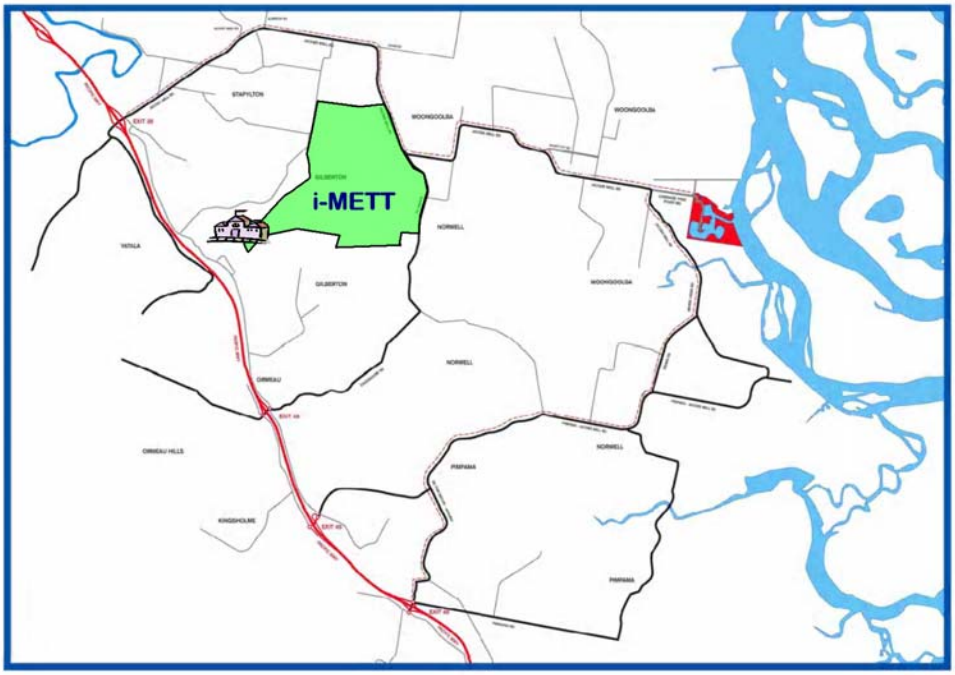
A major consideration will be protecting the environment and developing a social sustainability culture using i-METT facilities and infrastructure to produce power, re-cycle water and manage flora and fauna in an ecologically sustainable manner. A significant component of this will be a land rehabilitation program specifically targeting areas within the precinct that include native flora and fauna. The i-METT project group is committed to embedding the concept of sustainable development in all aspects of this project. As part of achieving this i-METT will engage stakeholders to explore how additional environmental, social and economic benefits may best be realised as this project and associated activities develop over immediate, medium and long-term scenarios.

The i-METT project group will own, plan and manage the project development, and manage the operation of the precinct after construction.

3.1 Location

After investigating some twelve locations in South East Queensland locations in over three and a half years, three locations stood out as having most merit. Two of these were on the Sunshine Coast and one on the Gold Coast. The key factors in favour of the preferred location however, are established facilities and infrastructure which, being already available on the Gold Coast, has elevated this location to the position of choice. It also draws on a local population base of over one million people compared with 280,000 on the Sunshine Coast. The Queensland Gold Coast is an established destination for both domestic and international visitors, with internationally recognised tourist attractions such as Conrad Jupiters Casino, Dreamworld, Movie World, Seaworld, and resort and hotel complexes such as Sanctuary Cove, Palazzo Versace, The Royal Pines, Crown Plaza, Pacific Fair Shopping Centre and the new Gold Coast Convention and ExhibitionCentre.

i-METT Location at Gilberton and Norwell with proximity to Motorway and Rail



View of i-METT Location at Gilberton and Norwell and adjacent Stapylton Industrial Area

3.2 Overarching Approach

3.2.1 Sustainability

Companies that successfully integrate sustainability across all areas of their business stand to gain financial and social benefits through the identification of new business opportunities, the strengthening of their brands and corporate reputation, the attraction and retention of top employees, and recognition as a trusted partner. Successful sustainability integration also creates a climate that can enhance public acceptance and support.

The i-METT project group is committed to embedding the concept of sustainable development in all aspects of this project and will seek to leverage its physical, human and intellectual capital to pursue this.

Under this model, the areas covered by community and environment in the i-METT project include:

- Community consultation
- Community development
- Long-term meaningful employment
- Staff training and professional development
- Cultural heritage
- Noise management
- Land rehabilitation, regeneration and reforestation
- Water harvesting, recycling and reuse
- Soil improvement
- Energy generation and minimisation of use
- Waste recycling, reuse
- Transport optimisation

In addition to its economic requirements, the i-METT project will need to either meet or exceed community and environmental expectations in order to gain both initial approvals and an ongoing licence to operate. i-METT believes that a significant opportunity exists to incorporate sustainability, particularly environment and community considerations, into the very early stages of the projects' development.

Where possible, the sustainability objectives for the overall development is to be a net positive to the community in terms of:

- Electrical Power – using solar, solar lighting, wind, alternate fuels, hydro, etc.
- Energy Consumption – using energy efficient design, utilisation of natural cooling and heating options, utilisation of renewable materials, utilisation of energy efficient construction and maintenance methods, etc.

- Water Use – through rainwater collection, grey water utilisation, water recycling, water conservation, etc.
- Waste – through waste collection, waste management, waste recycling, waste minimisation, etc.
- Transportation – through transport management, transport efficiency, rapid transit facilities, public transport utilisation, management of internal transportation fleet to utilise alternate power sources where possible, etc.

3.3 Elements, Activities and Infrastructure

3.3.1 International Motor Racing Circuit

A unique identifier, essential to attract the patronage for the flow-on effect into tourism, technology, television and to assist in building an international profile. The Motor Racing Circuit will:

- Be approximately 6.5 kilometres long, 14 metres wide and constructed to the highest international FIA and FIM specs
- Cater for International and National events, Cars, Motorcycles, Rally and other events
- Attract the volume patronage to the complex as a whole
- Provide essential commercial spin-offs for the precinct
- Provide the catalyst for job creation and training
- Have the first permanent 'Stadium-Style' seating at a motor racing circuit in Australia
- Provide high level spectator facilities
- Provide state-of-the-art television and sound facilities

3.3.2 Theme Park

Incorporating facilities sympathetic to the location it will be developed to best international standard. Designed as a major tourist attraction, facilities include:

- Active and passive themed rides and attractions
- Exhibition areas together with regional artworks, sculptures and paintings
- Mini movie theatre
- "Walk of Fame"
- Food, beverage, souvenir and merchandise facilities

3.3.3 Television Telecommunications and Control Centre

The building will feature the latest digital studios and will include:

- Studios, Operations Centres, Editing suites, Broadcast facilities
- CCTV, Remote Camera Facilities, Outside Broadcast Vans
- Broadband communication facilities

3.3.4 Educational Centre of Excellence

Training and Education in all operational elements of the precinct including:

- Training in planning, services, operations, safety, security to worlds best practice
- Training in technology and television
- Links to reputable education institutions including motor sport industry, Universities and TAFE colleges
- Training to FIA, FIM, CAMS and MA standards
- Working with key education facilitators

3.3.5 Hotel(s)

Considered a key element in attracting patrons to the area and the complex. The hotel will be minimum 4-star, styled to complement the area, it will comprise:

- Multi-level
- 200+ rooms
- Conference room facilities
- Restaurants and bars
- Swimming pool and gymnasium
- Business centre

Other accommodation may include 3-star to 1-star facilities

3.3.6 Museum, Exhibition and Arts Centre

These will incorporate internal and external display areas. Latest heat, light and environmental facilities will be employed. A theatre will employ latest digital video capture and sound facilities.

- Venue for cultural events
- Themed events promotion
- Tourism, Motoring and Heritage displays
- Film events and promotions
- Niche concerts

- Exhibitions and displays

The Museum will have an exhibition hall facility able to seat up to 300

3.4 Project Justification and Alternatives Considered

The project is fully justified as a viable, desirable business that will add value to the local community in terms of:

- Economic contribution of a viable business operating with a buy-local, hire-local policy
- Social dividend in employment, training opportunities and opportunities for disadvantaged groups
- Environmental benefit from revegetation/reforestation and environmentally sustainable use of resources

The alternatives considered were only in respect of the location. Those considered were:

- Midland, WA – although the community wholeheartedly welcomed the project it was finally abandoned due to government focus on resource development.
- Sunshine Coast, Qld – initially favoured but abandoned due to the very significant impact the project would have on existing road and rail infrastructure.
- Gold Coast, Qld – finally selected due to it being a prime location with excellent road and rail access.

3.5 Construction and Operational Processes

Rothgard International is a leader in developing business processes for all manner of enterprises. All construction and operations processes are developed to meet ISO 9000 and 14000 requirements and certification of the processes will be sought as appropriate. The project currently operates under the Rothgard International ISO 9000 certified management system and is audited every six months as part of the Rothgard International Quality Management System audits.

3.6 Waste Management

Waste management is premised on minimisation, reuse and recycle.

During construction all contractors and suppliers will be required to remove any waste they bring on to site. This is designed to discourage excessive packaging and accumulation of waste. The i-METT management team will ensure regular site inspections are undertaken to minimise waste.

During operation waste will be generally managed by:

- Separation at source
- Litter management based on the experiences of the Sydney 2000 Olympic Games
- Food and beverage containers to be compostable – again learning from the experiences of the Sydney games.
- On-site biological processing and reuse of waste water (black and grey)

All chemicals to be brought on to site will require a Material Data Sheet. The site safety officer (during both construction and operation) will approve the use and disposal of the chemical before it is allowed on site.

Suitably competent local businesses will be engaged to manage all waste that is to be removed from the precinct.

3.7 Hazard and Risk

The project is a “clean” construction project using conventional tools, techniques and processes for both construction and operation. There is no high rise construction planned.

However, formal engineering HAZID and HAZOP processes will be integral to all parts of the project to identify and manage risk. For potentially risky areas such as electrical reticulation, fire management and waste water treatment the HAZID/HAZOP workshops will be facilitated by independent external experts.

3.8 Health and Safety Issues

The Basis of Design states: All stakeholders are expected to participate in ensuring the Developments:

- Have no deaths due to accidents or incidents on site or at any supplier site where work is being done for the Developments.
- Have no major incidents that threaten the health or safety of any person on site or at any supplier site where work is being done for the Developments or in the local community.
- Have no long-term health effects on any person on site or at any supplier site where work is being done for the Developments or in the local community.

- Have any lost-time injuries at or better than best practice in such developments.
- Have no major environmental incidents on site.
- Have any minor environmental issues on site at or better than best practice in such developments.
- Have no violations of government, regulatory or planning requirements.
- Have no convictions for discrimination or antisocial behaviour of any sort.

3.9 External Infrastructure Requirements

3.9.1 Transport

The location must have multiple access facilities available from the major motorway systems. The Norwell site is readily accessible from three exits on the Pacific Motorway however; the perimeter roads around the site may need to be widened.

The proximity of the suburban rail network is a key to moving large volumes of people quickly and efficiently. A new station (possibly with its own siding) is envisaged. This will be connected to the internal transport system based on a fleet of 90-seat electric trams.

3.9.2 Water

Significant quantities of recycled water are already available to the site.

As a general policy i-METT intend to:

- Harvest rain water from the roofs of buildings – this may then be treated to potable water standard for use in the precinct
- Treat black and grey water biologically on-site and use the treated water for irrigation and water features
- Manage storm water through dykes, swales and water features
- Design the precinct to cope with a flood event producing minimal damage.

3.9.3 Sewerage

As stated above sewage will be treated on-site via a series of biological treatment facilities. Some temporary storage (buffering) of sewage will be required near the motor sports circuit to cater for the short-term high-volume production during major events.

3.9.4 Power

Sufficient power is expected to be available from the local reticulation system with a major grid link being located nearby. Power will also be generated on site from both diesel generators (with a target of running on bio diesel) and from Building Integrated Photo Voltaics (BIPV) facilities on most buildings.

Water for cleaning and ablutions will be heated by solar power

3.9.5 Gas

The use of gas has not been decided. It would only be used for cooking and, if required will be reticulated from a central pod filled by a delivery truck.

3.9.6 Telecommunications

Significant telecommunications infrastructure exists in the Brisbane/Gold Coast corridor. Suppliers will be encouraged to add facilities to deal with the large number of their customers who will be on site.

Telecommunications for i-METT ICT and broadcast purposes will be negotiated with suppliers. If necessary the bandwidth required will be obtained by direct satellite uplink.

3.10 Economic Indicators

3.10.1 Capital

The project is funded to $650 million.

3.10.2 Revenue

The project will generate revenues of $65.8 million in 2008 rising to $365.5 million in 2016.

3.10.3 Exports

The project will create exports in the fields of:

- Services
- Tourism
- Manufacturing

3.10.4 Contribution to Local, State and National Economies

Most of the construction and operating budgets will be spent locally in accordance with i-METT's policy of buy-local, hire-local fanning out from the local community to Australia as a whole.

The project will create contribution to local, state and national economies in the fields of:

- Services
- Tourism
- Manufacturing
- Trade development
- Arts and Culture

3.11 Employment

3.11.1 During Construction

Due to the development philosophy of acquiring facilities using a Design and Construct approach i-METT will not have a significant workforce during construction. However, we expect the Design and Construct companies engaged to require a workforce numbering in excess of 2,000 local employees.

3.11.2 During Operation

As i-METT will be the owner and operator of the constructed project forward estimates confirm in excess of 5,000 new jobs will be created. Many of these will be in the low skilled and unskilled areas, including significant opportunities for young people, people with disabilities and mature age workers.

In addition there will be a significant multiplier effect, with the possibility of a further 15,000 related jobs being created to service the precinct and its workforce.

3.12 Staging and Timing

The project will be developed during the period 2007 through 2010. Whilst the discreet components are integrated they will be constructed concurrently.

3.12.1 Seek Significant Project Declaration

- Develop Initial Advice Statement
- Progress IAS through to Significant Project Declaration

- Develop EIS Terms of Reference in participation with stakeholders
- Progress Terms of Reference through to approval

3.12.2 Undertake EIS Investigations

- Develop the Master Plan
- Develop EIS in accordance with Terms of Reference
- Participate in Community Consultation
- Develop Environmental Management Plan

3.12.3 Finalise Design Studies

- Complete detailed modelling of functional design stages
- Complete project definitions
- Complete financial costs and revenue projections
- Develop contingencies
- Finalise Basis of Design
- Finalise Project Delivery Strategy
- Finalise Project Delivery Plan
- Obtain banking sign-off

3.12.4 Industrial Park

- Selection of the location within available land parcels
- Comprehensive design to functional specification

3.12.5 Motor Sports Circuit

- Selection of the location within available land parcels
- Comprehensive design to functional specification
- Large stadium-style facility
- Placement of the circuit and necessary systems control infrastructure
- Contingencies for later development(s) planned for the site (utility requirements, security, communications, parking, traffic flows, etc)
- Precinct Control Centre

3.12.6 Theme Park

- Located adjacent to the Motor Racing circuit – own entrances
- Comprehensive design to functional specification

- Connects to Technology Centre

3.12.7 Hotel

- Located adjacent to the Theme Park – own entrances
- To be developed in conjunction with internationally recognised “Hotel” partner

3.12.8 Technology and Television Centre

- Located within the stadium complex
- Production studios
- Editing Studios
- Camera locations
- Cabling and connections
- Large screen installations and controls,
- CCTV
- External links to networks, web etc
- Microwave systems
- PA and precinct-centric communications

3.12.9 Educational Centre of Excellence

- Located within the stadium complex
- Principally Motor Sport and Motor Industry centric
- Education and Training programs
- To be developed with Motor Sport industry “University” and “TAFE” partners

3.12.10 Museum Exhibition and Arts Centre

- Located within the stadium complex
- Exhibition space, multi media facilities
- High level of applied technology

3.13 Financing Requirements and Implications

Financing is being arranged by i-METT using both equity and debt. To date all finance has been Australian and, as far as possible, this “all-Australian” philosophy will be continued.

3.14 Additional Studies Needed

No specific additional studies are needed other than the studies required during the preparation of the Environmental Impact Statement and other documentation required under IDAS.

4 EXISTING ENVIRONMENT

4.1 Natural

4.1.1 Land

The land is currently used predominantly for sugar cane farming with some dairy farming.

The land is low lying and flood prone (Q100). To mitigate against flooding, the major facilities will be bunded – as well as providing flood protection this will provide visual and sound barriers as well as grassy banks for spectators.

There is a likelihood of encountering Acid Sulphate Soils during construction. This will be dealt with on a case by case basis however avoidance will be the major control agent – by adopting flood tolerant building practices we will be looking to place buildings on the existing surface using rafts and then filling up around them as opposed to excavating footings and foundations.

4.1.2 Water

Existing irrigation drainage channels originate on the land. As far as we are aware none originate in other properties and cross the land. These drainage channels will be worked into the ambience of the precinct.

Minor water courses cross the precinct. These have minimal remnant vegetation. All water courses will be rehabilitated and form part of the botanical park theme of the precinct.

4.1.3 Air

There are few air polluting activities in the vicinity. The land is used for farming and a sugar mill is located nearby. There is also traffic from both local roads (including farming traffic) and the nearby Motorway.

4.1.4 Ecosystems

There appear to be no specific ecosystems of importance in the precinct; however this will be confirmed in the EIS.

4.1.5 Flora and Fauna

Original flora and fauna may be found in the minimal original vegetation remaining on creek easements. Its importance will be confirmed in the EIS.

4.2 Socio-economic

4.2.1 Economic Characterisation

The immediate region is predominantly under sugar cane, forming part of the Rocky Point Sugar District, however the district's contribution to Queensland's sugar production represents only 1% of the State's total production.

In 2004, the following statistics were recorded for the Rocky Point Sugar District:

- Assigned area of land 5,900 ha
- Harvested area of land 4,194 ha
- Area not in production 1,706 ha
- Volume of cane crushed 315,075 tonnes
- Variation on 10 year district median -12%
- Production Yield 75.13 tonnes / ha
- Variation on 10 year district median -14%

In 2005, there were only 61 cane growing entities remained in the Rocky Point Sugar District, and there is evidence of a strong inclination by farmers to exit from the industry due to declining yields and rising production costs.

The Rocky Point Sugar Mill is the smallest operating mill in Australia but the future of the Mill is now considered "at risk". Closure of the Mill will effectively end the growing of sugar cane in the area.

In its document, *"Report into the Reform of the Sugar Industry in the South Region. Strategic Plan for the Maryborough, Sunshine Coast and Rocky Point Districts."* Released in August 2005, the Regional Advisory Group has suggested a co-operative approach to developing a future plan for the district that includes options to transition out of sugar production is essential to lessen the risk of future economic, social and environmental adversity.

The larger region includes a number of small communities as well as the City of Beenleigh. The overall economics of the region would appear to benefit from the education, training and employment opportunities arising from the project, particularly for youth and disadvantaged groups.

The economic characterisation will be formally developed during the EIS process.

4.2.2 Community Structure

The community is a mixture of urban and near urban rural. It appears to have no specific central focus or cohesiveness. The region is well serviced by various community groups including religious, sporting and social groups.

4.2.3 Social Services

The regional centre of Beenleigh has adequate social services; including retail, social and sporting facilities, and the nearest hospital is located at Logan.

4.2.4 Cultural Heritage

There appears to be no specific cultural heritage issues with the land however; this will be confirmed during EIS.

4.2.5 Native Title

The land has been farmed for many years and as freehold land it is highly likely that Native Title has been extinguished. Native title will be fully investigated.

4.2.6 Communications Strategy

i-METT believes that for the project to be a success it must be more than accepted by the community, it must be embraced by the community. As a result communication with the community will commence as a priority and will continue through the life of the project and throughout its operation.

The target is to adopt a formal social and environmental management system (SEMS) which is consistent with relevant standards eg ISO 14001 by the commencement of operations, with an audit of the system every three years.

Within two years, our operating performance measures will be in line with those set out within the Global Reporting Initiative Sustainability Guidelines or similar. This will be verified externally as part of the SEMS audit process.

4.3 Built Environment

4.3.1 Infrastructure

The existing infrastructure is near-urban rural with roads, power, water, sewerage and telecommunications provided to the various properties as well as to nearby industrial estates.

4.3.2 Community Amenities

Local community amenities include churches, sporting facilities, schools, offices and other community related buildings.

4.4 Land Tenure and Ownership

An area of about 390 ha of land is currently being acquired freehold by i-METT Queensland Group Pty Ltd. Encumbrances are consistent with normal project financing practices.

4.5 Planning Schemes and Government Policies

4.5.1 Integrated Planning Act

Planning applications that will need to be prepared and lodged include:

Site	Application	Lodged	Status
Lot 3 on RP 6947 (69.945ha) Lot 2 on RP 71415 (64.510ha) Lot 2 on RP 157274 (100.300ha) Lot 492 on W31662 (20.234ha) Lot 328 on W 311227 (77.700ha) Lot 501 on WD 28 (57.799ha) Total = 390.488	Preliminary Approval for Material Change of Use (Section 3.1.6) (Mixed Use Development, including business park, theme park, motor sports facility, short-stay accommodation, commercial and retail)	Pending	To be prepared

These applications will seek Preliminary Approval under Section 3.1.6 of the *Integrated Planning Act 1997* (IPA) to override the planning scheme.

4.5.2 The Southeast Queensland Regional Plan

The site is strategically located in terms of the designations in the SEQRP. It is situated at an important interface between *Urban Footprint* and *Regional Landscape and Rural Production Area.*

An approval under the IPA *(Integrated Planning Act 1997 – Schedule 9)* would exempt the i-METT Project from assessment against a planning scheme. This exemption would also apply even if further development permits are needed to facilitate the development generally in accordance with the current rezoning approval.

The location, adjacent to the Eastern side of the rail and road transport corridor, opens up significant employment and rail transport utilisation opportunities unavailable under the current agricultural use and the proposed applications can satisfy the primary test for development namely:

- There is an overriding need for the development in the public interest – the proposal can achieve net benefits to the community in economic, environmental and social terms.

i-METT believes that achieving a net benefit in social, environmental and economic terms is a valid test for any major development proposal and has adopted this approach as a core development objective.

Similarly, i-METT look forward to adopting a partnership approach with all levels and sectors of government and other key stakeholders in order to ensure that future growth and change in the region is managed in the most sustainable way possible (Part D, SEQRP).

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

- **Sustainability – Desired Regional Outcome 1** – The region grows and changes in the most sustainable way; generating prosperity, maintaining and enhancing quality of life, and providing high levels of environmental protection;
- **Natural Environment - Desired Regional Outcome 2** – A healthy natural environment supports the region's rich biodiversity, clean air and water; and is sustainably managed to support economic development, outdoor lifestyles and community needs;
- **Regional Landscape – Desired Regional Outcome 3** – The key environmental, economic, social and cultural resources of the regional landscape are identified and secured to meet community needs and achieve ecological sustainability.
- **Natural Resources – Desired Regional Outcome 4** – Regional natural resource and rural protection areas are protected, enhanced and used sustainably.
- **Strong Communities – Desired Regional Outcome 6** – Cohesive, inclusive and healthy communities with a strong sense of identity and place, and access to a full range of services and facilities that meet diverse community needs.
- **Engaging Aboriginal and Torres Strait Islander Peoples – Desired Regional Outcome** 7 – Aboriginal and Torres Strait Islander peoples are actively involved in community planning and decision-making processes and Aboriginal Traditional Owners are engaged in business about their country.
- **Urban Development – Desired Regional Outcome 8** – A compact and sustainable urban pattern of well-planned communities, supported by a network of accessible and convenient centres close to residential areas, employment locations and transport.
- **Economic Development – Desired Regional Outcome 9** – A strong, resilient and diversified economy – growing prosperity in the region by utilising its competitive advantages to deliver exports, investment, and sustainable and accessible jobs.

- **Infrastructure – Desired Regional Outcome 10** – Regional infrastructure and services are planned, coordinated and delivered in a timely manner to support existing and future settlement patterns and desired community outcomes.
- **Water Management – Desired Regional Outcome 11** – Water in the region is managed on a sustainable and integrated basis to provide adequate supplies for human and environmental uses.
- **Integrated Transport – Desired Regional Outcome 12** – A connected and accessible region based on an integrated transport system that supports more compact urban growth and efficient travel; connects people, places goods and services; and promotes public transport use, walking and cycling.

4.5.2.1 Balancing urban and environmental needs

Land to the west of the subject land is predominantly included within the *Urban Footprint* designation under the SEQRP. Land to the north and east is predominantly *Regional Landscape and Rural Production Area.* The interface between urban uses and regional landscape underscores the philosophy of the development fulfilling and balancing the aims of both regional landscape and urban designations.

4.5.2.2 Structure Planning Process

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

4.5.3 Gold Coast City Planning Scheme

The Gold Coast City Planning Scheme is also relevant to the proposal. The mapping for the planning scheme also indicates the various overlays (e.g. Acid Sulphate Soils Overlay) that apply to landholdings within the City. The overlays relate to codes of the same name. The overlay codes contain additional particular development requirements that are to be addressed by development. A Table of Assessment will be developed that sets out the zoning and overlays that are applicable to the respective lots that comprise the subject land.

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

The majority of components comprising the i-METT project could be considered commercial/industrial in nature but the project also includes elements of education and tourist accommodation as well as significant areas of botanic parklands. i-METT is, therefore, seeking a general rezoning to commercial/industrial use to encompass these uses.

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

4.5.4 State Government Agency Requirements and Related Policy Issues

The Environmental Impact Assessment will need to address the following:

- The *Environmental Protection Act 1994* for development and operation of the precinct;
- The *Aboriginal Cultural Heritage Act 2003* concerning matters of cultural significance;
- The *Dangerous Goods Safety Management Act 2001* concerning the storage of dangerous goods (eg fuel);
- The *Water Act 2000* in respect of taking or interfering with water;
- The *Transport Operations (Public Transport) Act* regarding the provision of rail and bus routes and passenger transport infrastructure; and
- The *draft Regional Coastal Management Plan 2004* (where appropriate).

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

- State :Planning Policy 1?92: Development and the Conservation of Agriculture Land;
- State Planning Policy 2/02: Planning and Managing Development Involving Acid Sulfate Soils;
- State Planning Policy 1/03: Mitigating the Adverse Impacts of Flood, Bushfire and Landslide.

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

4.5.5 Approval Framework

The utilisation of the 'significant project' status, the associated coordination process and the EIS-based assessment provisions provides for an integrated and holistic approach which will allow the full potential of the precinct to be realised.

Numerous approvals will be required including:

- Preliminary Approvals to override the Planning Scheme for Material Change of Use to establish the structure plan and land use plan.
- Various Development Permits for Material Change of Use (particular uses).
- Various Development Permits for Reconfiguration of a Lot.
- Environmentally relevant approvals will be considered in detail through the EIS process.

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

5 POTENTIAL IMPACTS

5.1 Natural Environment

The whole precinct will be designed using the latest applied environmental technology. This will include appropriate applications of solar energy, waste compaction and power cell installation, water recycling and waste recycling. Design will also maximise natural light and incorporate the use of existing proven and new building technologies.

Much attention will be paid to sound diffusion using a combination of building design, deflectors, ground design, bunding and green belts.

Having a strong technology base the circuit also becomes a controlled test facility for new environmentally friendly fuels development including ethanol, methanol, LPG, compressed natural gas, bio-diesel and hydrogen.

The i-METT business plan also encourages the efficient use of public rail and bus transport services by staff and patrons.

5.1.1 During Construction

Potential impacts during construction will be:

- Acid Sulphate Soil management
- Construction traffic on surrounding roads
- Noise of construction activities

- Dust from earthmoving activities
- Increasing number of trees around the perimeter and throughout the site.

5.1.2 During Operation

The operation of the precinct should not be obvious outside the precinct with the exception of significant visitor traffic on surrounding roads particularly after a major event. The policy of encouraging people to "hang around" by providing other entertainment after a major event as well as encouraging the use of public transport is designed to reduce the peak of departing patrons and minimise disruption to other road users.

Because the precinct includes motor sports there is an immediate public perception of "noise". In practice the rest of the precinct (including the urban village and the theme park) must be insulated from the sound of motor sport which means that people outside the precinct will not be impacted by any motor sport noise.

5.2 Social Environment

i-METT will be developed on the basis of incorporating as much benefit as possible for the people of Queensland and the population of the local area. By taking an urban village approach the whole concept will be designed to be people friendly. It will also have a strong focus on employment, education, training and community support services including a medical facility and a medi-vac facility. The commercial nature of the project will also provide for long term employment creation reducing the need to travel on the local community and encouraging a measurable boost to the tourism industry in the region.

As part of a sustainable community development approach i-METT anticipates the following advantages will be realised:

- A skilled local workforce;
- Community support leading to reduced project risk attributable to the community e.g. delays, land access;
- Reduced long-term costs;
- Fewer hidden costs i.e. community intangibles;
- Increased ability to acquire project insurance;
- Increased ability to acquire funding from financial organisations
- Early warning of potential problems (mismatch with the community) thus permitting project modification that will avert cost associated with delay;

- Provides governments with the “comfort” they may require to proceed with permitting the project;
- Maximises long term returns from project;
- Allows the impact and benefits to be identified, managed and spread across the various stages of the project

5.2.1 During Construction

During construction there will be the opportunity for the community to participate in all aspects of the development. While some facilities will, by their very nature, need to be manufactured elsewhere most of the construction resources and personnel will be sourced locally.

i-METT is not a construction company but an operating company. Where practical construction is planned to be carried out by locally owned and managed businesses rather than large national/multinational businesses. This is designed to ease the supervision by i-METT as well as to provide closer community engagement and “ownership” of the project.

5.2.2 During Operation

During operation there will be opportunities for all levels of the community to engage in the precinct with large parts of the precinct being open to the public at no charge. There will also be jobs available to a full cross section of the community regardless of age, skills, disabilities or socio-economic background. The size of the workforce and ongoing skills improvement requirements mean that everyone will be provided with opportunities to better their circumstances.

5.3 Economic Effects

5.3.1 Local

Local economic effects will be:

- Increased jobs across the spectrum – not only the direct jobs but the indirect jobs created by the multiplier effect.
- Increased purchasing of goods and services not only by the precinct itself but also its employees and visitors
- Increased use of accommodation services – the precinct will only be able to cater to a limited number of the visitors who will seek accommodation so the wider region will benefit from the demand.

5.3.2 State

The State will benefit from:

- Increased international and national profile arising from the conduct of world championship motor sport events
- Increased revenue from goods and services tax and other revenue sources.
- Increased tourism – most visitors to a major event will stay on in Queensland to sample other tourist attractions or to attend conferences
- Increased skilling of the workforce with additional education and training facilities mainly in the hospitality and motor industries.
- Provide the impetus for a motor sport cluster to complement the already established marine and aerospace clusters, including the provision of high technology infrastructure such as wind tunnels and carbon fibre autoclaves.

5.3.3 National

Australia will benefit from:

- Increased international and national profile arising from the conduct of world championship motor sport events
- Increased taxation due to increased wealth and skilling
- Increased foreign exchange from overseas visitors and students
- Increased tourism as visitors, having made the trip to Australia, stay on to see more of the country.
- Increased skills within the Australian workforce.
- The expansion and development of high technology motor sport related services and manufacturing.

5.4 Built Environment

The design of all buildings and structures must be context sensitive to their location, environment and adjacent structures. Designs must aim to satisfy the following:

- Overall theme is “Colonial Tropical”
- Verandas
- Opening windows
- Breezeways
- Trees, shrubs and lots of greenery
- High ceilings
- Overhead fans
- Consistent colour scheme
- Floor coverings – easy clean, non-slip
- Non-reflective roofs
- Low maintenance and easy to clean
- Boulevards
- Broad walkways
- Water features

- Themed lighting
- Themed signage
- Special feature signage (easily changed)
- Shade – sails etc
- Themed moveable landscaping
- Colour coding for getting around
- Ramps as well as stairs
- Green spaces with lots of seating

6 ENVIRONMENTAL MANAGEMENT

6.1 During Construction

Environmental management during construction will be defined during the EIS but will include:

- Control of traffic, noise and dust
- Large scale tree planting for both shade and perimeter screening as well as dust and noise control over the like of the precinct
- Management of surface water to ensure major rain or flood events do not carry soil or waste off the precinct.
- Control of chemicals to ensure only suitable chemicals are used, used properly and disposed of correctly
- Management of construction litter and waste
- Early installation of water supply and toilet facilities to ease the use of temporary facilities
- Establishment of a fully empowered site based environmental management team
- Ongoing dialog with the community on the impact of the project.

6.2 During Operation

Environmental management during operation will be defined during the EIS and embodied within the ongoing Environment Management Plan but will include:

- Control of traffic and noise
- Maintenance of flora including perimeter trees, shade trees, littoral rainforest, parks and gardens

- Monitoring of natural fauna establishment and creation of suitable habitat areas and corridors
- Control of Cane Toads where appropriate due to their potential to cause not only environmental hazard to developing fauna populations but also present a hazard to the operation of motor sports
- Management of surface water and water courses to ensure major rain or flood events do not cause environmental damage.
- Control of chemicals to ensure only suitable chemicals are used, used properly and disposed of correctly
- Sustainable management of all litter and waste
- Correct maintenance of all infrastructure
- Ongoing operation of a fully empowered environmental management team
- Ongoing dialog with the community on the impact of the precinct.

7 COSTS AND BENEFITS SUMMARY

7.1 Local, State and National Economy

The local, state and national economy will benefit to the tune of $1,000 million capital expenditure over stages 1 and 2 as well as the creation of over 2,000 jobs during the years of construction.

Once operational the precinct will create an estimated 5,000 new jobs with a further 15,000 jobs expected due to the multiplier effect.

7.2 Natural and Social Environments

The project will significantly enhance the natural and social environments through the rehabilitation of the existing sugar cane land into a botanical park with a sustainable focus.

In addition the project will create meaningful education, training and employment opportunities for all groups within the community and provide a significant asset for community enjoyment.