

THE MILL MORETON BAY

THE MILL AT MORETON BAY

Priority Development Area

Development Scheme

August 2017



Queensland Government

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THE MILL MORETON BAY



The Mill at Moreton Bay Priority Development Area affirms the Palaszczuk Government's commitment to the future of the Moreton Bay Region and is a critical component of our Advancing our Cities and Regions Strategy.

This project is integral for creating jobs, driving economic growth and ensuring that the Moreton Bay community is somewhere where people can live, work and raise their families.

Over the next 20 years, The Mill will be transformed into a vibrant urban community, with Petrie town centre and the new University of the Sunshine Coast campus at its core. Through the Priority Development Area we will make this project a reality sooner, ensuring that this new campus will be open for business by 2020.

The Mill will provide long-term economic sustainability, generating \$950 million for the local economy and supporting more than 6,000 jobs by 2036 in fields such as education, technology, health and research. People will be able to choose to study and work close to where they live, cutting commutes and ensuring more time spent at home.

It will also deliver the rejuvenation of the Petrie Town Centre as well as unlocking the potential of vacant land around Lawnton station and the new Kallangur station on the Redcliffe Peninsula rail line.

I know that this is a project that will truly transform the region. I'm excited to partner with the Moreton Bay Regional Council and together we will deliver innovative, exciting places that will attract people to Moreton Bay for generations to come.

JACKIE TRAD MP
Deputy Premier
Minister for Infrastructure and Planning
Minister for Transport



The Mill at Moreton Bay is our region's first priority development area, bringing with it untapped potential for jobs growth, economic prosperity and revitalisation of our region.

The 460 hectare site spanning the suburbs of Petrie, Lawnton and Kallangur is expected to generate up to 6,000 local jobs, 10,000 places for university students in the first 10 years and \$950 million in economic benefit for the Queensland economy.

With connectivity to the Caboolture and Redcliffe Peninsula Lines and easy access to the Bruce Highway, this project has the potential to shift the paradigm in our region's favour.

Currently the higher education rate in our region is around half the national average. As policy makers and community leaders we cannot sit back and let this rate continue.

At the heart of this priority development area is a major new University of the Sunshine Coast campus that will be supported by shared use facilities for the community such as sport and recreation, green and open space, public areas, in addition to commercial and retail shops, residential housing and student accommodation, and significant wildlife and conservation areas.

The project also features an industry-leading wildlife protection program including real-time koala monitoring, health assessments and treatment to protect the health of our local koala population throughout the project and for future generations.

Community feedback and two rounds of public consultation has helped to guide the Development Scheme for this vibrant new hub of economic, study and lifestyle opportunity, called The Mill at Moreton Bay.

It is vital that council, the State and Federal Government continue to work together with our community to deliver this once-in-generation project.

ALLAN SUTHERLAND
Mayor



USC Moreton Bay represents an exciting opportunity to significantly boost educational ambitions and build capacity in one of Queensland's fastest-growing regions.

As the centrepiece of the Moreton Bay University Precinct, the new USC campus at Petrie will be home to up to 10,000 students within its first 10 years.

These students will have access to a full range of undergraduate and postgraduate programs including law, business, creative industries, science and engineering.

They will also join a growing community of students enrolled at USC study locations from Brisbane to the Fraser Coast, including USC's new Caboolture study location, which is expected to commence teaching in January 2018.

As Australia's newest university campus, USC Moreton Bay will reflect USC's ongoing commitment to environmental sustainability, and will give students access to the most up-to-date learning facilities and technologies.

It will also provide the quality teaching, smaller class sizes and focus on work-integrated learning that have made USC one of the nation's highest-rated universities for overall student experience.

As USC Moreton Bay takes shape, we look forward to working with Moreton Bay Regional Council, industry and residents to ensure our programs and research have real impact in the community, and that our graduates have the skills and knowledge they need to take advantage of future economic opportunities.

PROFESSOR GREG HILL
Vice-Chancellor and President
University of the Sunshine Coast



**CELEBRATING THE MILL'S RICH
HISTORY AND ROLE IN THE
GROWTH OF PETRIE**

First Inhabitants

Prior to European settlement, the Pine Rivers area was home to a number of Aboriginal clans belonging to the Turrbal, Kabi (Kabi or Gubbi Gubbi) and Wakka (Wakka Wakka) language groups. These groups enjoyed a considerable amount of social interaction, especially at the time of the bunya feasts in the Blackall Range and the Bunya Mountains.

1823

John Oxley first navigated the North Pine River.

1842

Free settlement begins in the Pine Rivers region.

1858

Tom Petrie purchased a large grazing area, now occupied by Mt Maria College and Our Lady of the Way School, and calls it Murrumba.

1868

The opening up of a coastal route to Gympie allowed Cobb and Co. coaches to expand local passenger and mail services. As Tom Petrie's Murrumba homestead was the location for the first change of horses after leaving Brisbane, a mail office and hostelry was established. This was the beginning of what became the North Pine (Petrie) township.

1870

The 1870s saw the establishment of provisional schools in the Pine Rivers area and the commencement of local government.

1879

The North Pine State School, later changed to Petrie State School, opens with 73 pupils and 1 teacher.

Late 1880s

By the late 1880s, dairying had emerged as the economic mainstay of the region.

1911

The Department of Railways changes the name of the North Pine Station to Petrie as a tribute to Tom Petrie who had died the year before. As postal operations were being conducted from the Station at this time, it also became necessary to change postal addresses.

1940s WW2

During World War II, large numbers of troops were stationed in the Pine Rivers Shire for varying lengths of time.



1951

Construction of the Mill begins.

1952

Electricity is supplied to most areas in the shire (started in 1930's).

1950s & 60s

Australian Paper Manufacturers (APM) purchased large numbers of dairy farms and established large pine plantations (Pinus elliotti).

1957

The Australian Paper Manufacturers (APM) Petrie Mill commenced manufacturing operations, stimulating the economy of the area and causing a surge of population in Petrie.

1961

Lake Kurwongbah was established to support the mill's water requirements and provide Pine Rivers and Redcliffe with town water.

1963

The mill begins installing coating equipment to allow for colourful printed boxes for many supermarket goods.

1974

Computer technology add to the manufacturing process which improved grammage, thickness and moisture content of the paper.



1984 - 2004

Multiple upgrades and in 2004 the Mill was the only coated carton board manufacturer plant in Australia production exceeding 140,000 tonne per annum.

1986

Mills owners name changed to Amcor Cartonboard Mill.

July 2010

The Australian Government, Queensland Government and MBRC signed an agreement to build the Moreton Bay Rail Link, linking Petrie to the Redcliffe Peninsula.

December 2013

The Petrie Paper Mill closed due to economic pressures caused by the global economic crisis.

July 2015

MBRC purchased the Petrie Paper Mill as a key strategic land asset to secure this unique site in public ownership. Later, the University of Sunshine Coast is selected as the preferred Anchor Education Partner following a competitive expression of interest and tender process managed by external consultants.

2016

Works commence to rehabilitate the Paper Mill site, including demolition of much of the paper mill buildings and infrastructure.



September 2016

The Deputy Premier and Minister for Planning, Jackie Trad declares Priority Development Area activation over the former Petrie paper mill site and surrounding areas.

October 2016

The \$1.2 billion Redcliffe Peninsula Line opens (formerly known as the Moreton Bay Rail Link), providing new six new train stations at Kallangur, Murrumba Downs, Mango Hill, Mango Hill East, Rothwell and Kippa-Ring.

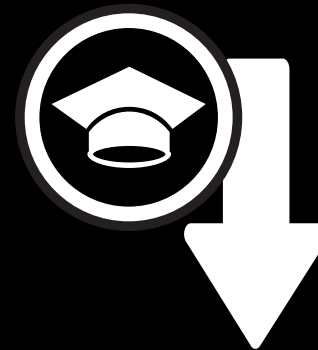
2036

By 2036, the area is expected to contain a population of over 7000.

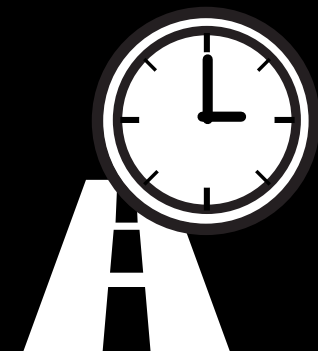
KEY DRIVERS

In 2013, Regional Development Australia (RDA) and Moreton Bay Regional Council (MBRC) commissioned a study to review the viability of a tertiary education facility within the Moreton Bay Region. The study highlighted a significant demand for a new tertiary education precinct north of Brisbane in an area that was well positioned to service the region.

In response to this finding, in July 2015, MBRC announced that land and site regeneration works had been acquired for \$50.5 million at the former Amcor paper mill site on Gympie Road at Petrie for the purpose of establishing a university. The site comprises of a total area of 200ha with a developable area of 65ha. It is located 28km north-west of the Brisbane CBD adjacent to the redeveloped Petrie Rail Station and the Redcliffe Peninsula Rail Line which officially opened on 4 October 2016.



Moreton Bay Region has a higher than national average drop out rate, and half the national average participation rates.



Up to 3 hrs travel time a day for 90% of students.



No current university in region to meet major demand.

WHY THE MORETON BAY REGION?

The Moreton Bay Region suffers from a significant under supply of tertiary education options.

In 2014, there were approximately 19,000 students within the Greater Moreton Bay Region with only 6,000 student places at local universities.

Bridging the gap - the number of student places per residents in Greater Moreton Bay Region was 1% in 2014 compared with 7% for inner, Western & Southern Brisbane areas (approx).

Around 90% of students in the Moreton Bay Region travel an average of three hours a day to attend university.

The Mill at Moreton Bay PDA is centrally located in the Greater Moreton Bay Region with rail and motorway access.

In 2013, there are expected to be around 67,000 18-24 year old living in the Greater Moreton Bay Region. There are 6 secondary schools within a 5km radius of the site.

The number of university students in Australia increased by an average of 36,000 every year over the decade to 2014. There were almost 25% more university students in 2014 when compared to 2008.

The Mill at Moreton Bay PDA will deliver a university (with up to 20,000 students), healthcare, residential and supporting infrastructure.

Ultimately, this project will create significant cultural, sporting, recreational and environmental community-owned facilities that the region can be proud of.

**“TO PROVIDE
TERTIARY EDUCATION
AND EMPLOYMENT
OPPORTUNITIES”**



WHAT'S ON OFFER

THE MILL HAS EVERYTHING YOU NEED IN ONE PICTURESQUE PLACE.

THE MILL



SHOPPING

Whether you need groceries for school lunches, the perfect gift for someone special or a new wardrobe THE MILL will have it all. From supermarkets, butchers, bakers and specialty stores to high-end retail you will be spoilt for choice.

HOME

Whatever your stage of life you will find a place to call home. From a studio apartment, terrace house with a ground floor business space for a live/work lifestyle, family home with access to parks for the kids, retirement living does not mean that you have to sacrifice.



LIFELONG LEARNING

With education at its heart, THE MILL compliments existing educational facilities in the area to provide a full spectrum of learning opportunities. From child care and kindy, to primary and high school to tertiary education. Lifelong learning will be found in and around THE MILL.

TRANSPORT

Moving around is easy. Whether you are coming or going from the university, to the shops or anywhere in between THE MILL is as accessible as it gets. With 3 rail stations within easy walking distance, not to mention its proximity to the port, airport and the Bruce Highway as well as generous carriageways with footpaths and bicycle lanes, whatever mode you choose your journey awaits...





JOBS

The university and revitalised Petrie centre will provide countless opportunities for business innovation and employment opportunities.

SOCIAL

With dining options galore it is easy to find the perfect feasting option whatever the occasion. From markets and food vans, to cafes, bars and restaurants you will have to try them all.



ENTERTAINMENT

It's play time - no matter your age. Sit back relax and be entertained with the latest production from the university's theatre company, a family movie in the park or a stroll through the markets. So much to see and do.



SERVICES

A full range of services are at hand to meet your convenience needs. From a regular visit to the hairdresser, dropping off a parcel at the post office to appointments with an optometrist, doctor or other medical professional a diverse range of services will be at the ready.

ENVIRONMENT

THE MILL will encapsulate what it means to be environmentally conscious. With enhanced wildlife corridors, secured koala habitat and protected river, creek and lake catchments, ensuring these areas remain ecologically viable is of the highest importance. Through the protection, restoration and management of these environmental areas they will be preserved for generations to come.



WHAT LOCALS THINK ABOUT THE MILL

JOHN
SCHUH

Pine Rivers State High
School Principal

“For our young people, The Mill at Moreton Bay will unlock endless opportunities to transition from high quality secondary education to local STEM-focussed tertiary studies and highly-skilled employment closer to home.”



TARA
MURPHY

Post-graduate student,
mother and local resident

“There’s a lot of excitement among local families. With The Mill at Moreton Bay, it means we’ll have new businesses, new innovation and new opportunities we’ve never had before.”



OLIVER
VINTON

Secondary College student

“[The Mill at Moreton Bay] will provide exciting opportunities to all the young people in the area. For me, having university close to home means that I will have easier access to advanced learning facilities.”



SHARON ARMSTRONG

**North Lakes Chamber of
Commerce President**

“Universities bring new knowledge, new experiences and more people in to the local area. We are very excited with what The Mill at Moreton Bay will offer for local businesses.”



KELLY BRIGHT

**Petrie Parkrun Director
and local resident**

“More sporting facilities [with The Mill at Moreton Bay] will foster stronger communities, and stronger communities are I believe safer communities.”



JON HANGER

**Endeavour Veterinary
Ecology Managing Director
and wildlife veterinarian**

“[The Mill at Moreton Bay] provides great opportunities to restore local habitat... It’s going to almost double the available area for koalas. It’s great to see Moreton Bay Regional Council stand by the principle of environmentally sustainable development.”



**A COMMITMENT TO
INCREASE HIGHER-
EDUCATION
PARTICIPATION
RATES IN THE
MORETON BAY
REGION. FLEXIBLE
MODELS AND
SUPPORTED
PATHWAYS FOR
SCHOOL LEAVERS,
WORKERS, MUMS
AND DADS, AND
MATURE STUDENTS
INTO UNIVERSITY.**





**A PLACE WHERE
ASPIRATION BECOMES
REALITY. THE MILL IS A PLACE
FOR EVERYONE TO ENJOY.**

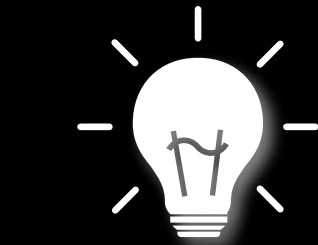
THE MILL DELIVERS

THE MILL MORETON BAY

REASONS TO BE EXCITED ABOUT INVESTMENT AT THE MILL

MBRC estimates that The Mill at Moreton Bay PDA will...

Deliver - More Jobs



Creation of
2,200*
ongoing jobs in GMBR and
2,800*
nationally.



100*
Direct Construction
Jobs each year for
14 years (2016-2030)



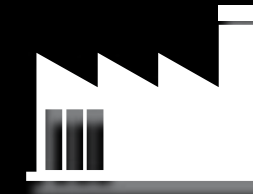
250*
additional ongoing jobs
in the local education &
health sector from 2031

Deliver - More Land

GFA for total PDA area **204,000m²**



38%*
COMMERCIAL
76,543m²



30%*
INDUSTRY
61,334m²

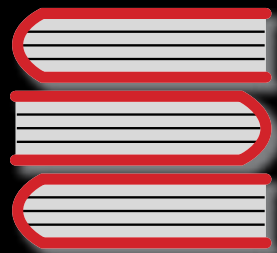


25%*
MIXED USE
50,698m²



7%*
RETAIL
14,819m²

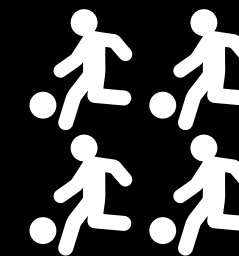
Deliver - More Education



10,000*
Uni Students in the Greater Moreton
Bay Region within 10 Years



live
work
play



12*
ha
Sport and
recreation area

Deliver - More Homes



3,400*
total new dwellings

Deliver - More Economic Benefits



\$950 MILLION*

in annual industry output in the Greater Moreton Bay
Region (GMBR), and a total of

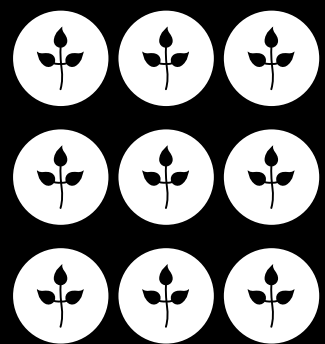
\$1.9 BILLION*

at the national level.

\$1.5 BILLION*

to GDP each year, with over half of this estimated to
come from the GMBR economy.

* MBRC estimates

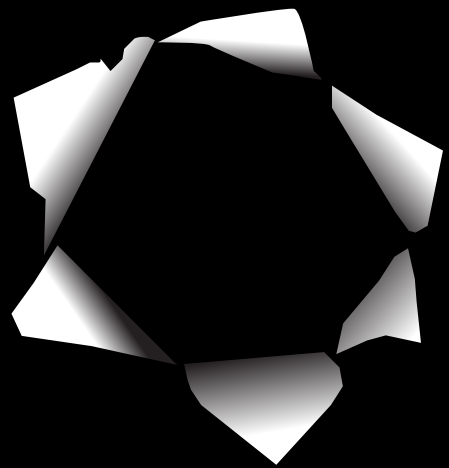


110^{*}ha

**Conservation
and Koala Habitat**

* MBRC estimates

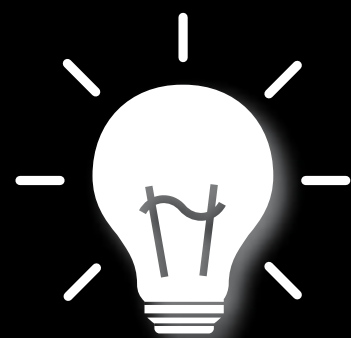
**THE MILL
MORETON
BAY
SPACE**



**A Hub for innovation
research, design and
development**

**THE MILL
MORETON
BAY
BREAKTHROUGHS**





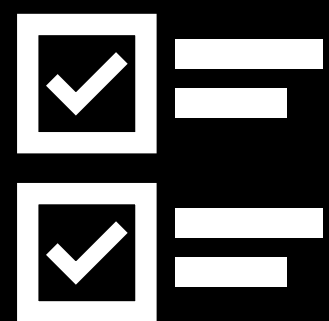
Creation of

6,000*

ongoing jobs for the Greater
Moreton Bay Region by 2036

*MBRC estimates

THE MILL
MORETON
BAY
JOB



more than 100*
courses by 2030

including law, business, science, engineering
and speciality courses such as mechatronics

*MBRC estimates

THE MILL
MORETON
BAY
KNOWLEDGE

MILL CENTRAL
A reinvigorated urban centre driven by key development and activity catalysts, creating a highly attractive and vibrant centre with a range of quality urban spaces.

CENTRAL

MILL INNOVATION
A strategically located commercial and business development that encourages all aspects of innovation to stimulate regional economic growth and employment.

INNOVATION

MILL TRANSIT
A transit oriented development that establishes a true mixed use community (horizontal and vertical) focused around the rail asset of Kallangur Station.

TRANSIT

MILL GREEN
Enhanced valuable open space areas for community enjoyment now and into the future.

GREEN

MILL URBAN
A transit supportive development that focuses increased density adjacent to Lawnton Station and its local centre. Ideally located adjacent to regional open space, parklands, lakes, retail and public transport.

URBAN

THE MILL MORETON BAY



THE MILL PLACES

CENTRAL

Mill Central - A reinvigorated urban centre driven by key development and activity catalysts, creating a highly attractive and vibrant centre with a range of quality urban spaces.

THE MILL

Petrie Station

Dayboro Road

Cympie Road

Lawnton Station

CENTRAL

LEARNING

Pride

Destination

THE MILL



CENTRAL

LEARNING

Pride

Destination

THE MILL



CENTRAL

INNOVATIVE

Incubator for change

THE MILL



INNOVATION

Mill Innovation - A strategically located commercial and business development that encourages all aspects of innovation to stimulate regional economic growth and employment.

THE MILL

Petrie Station

Gympie Road

Redcliffe Peninsula
Railway Line



URBAN

Mill Urban - A transit supportive development that focuses increased density adjacent to Lawnton Station and its local centre. Ideally located adjacent to regional open space, parklands, lakes, retail and public transport.

THE MILL

Petrie Station

Kallangur Station

Lawnton Pocket Road

convenient

URBAN

Affordable

PRIDE

tranquil

THE MILL



TRANSIT

Mill Transit - A transit oriented development that establishes a true mixed use community (horizontal and vertical) focused around the rail asset of Kallangur Station.

THE MILL

Dohles Rock Road

Kallangur Station

Cympie Road

Redcliffe Peninsula
Railway Line

TRANSIT

live learn work

connected

legible

THE MILL



GREEN

Mill Green - Enhanced valuable open space areas for community enjoyment now and into the future.

THE MILL

Cympie Road

Petrie Station

PROTECTED

GREEN

conservation

net gain

PRIDE

THE MILL



THE MILL MORETON BAY



STATUTORY PROVISIONS

THE MILL AT MORETON BAY

Priority Development Area

Development Scheme

August 2017

**WITH EDUCATION AT
ITS HEART, THE MILL IS
SET TO TRANSFORM THE
FUTURE OF THE MORETON
BAY REGION**



CONTENTS

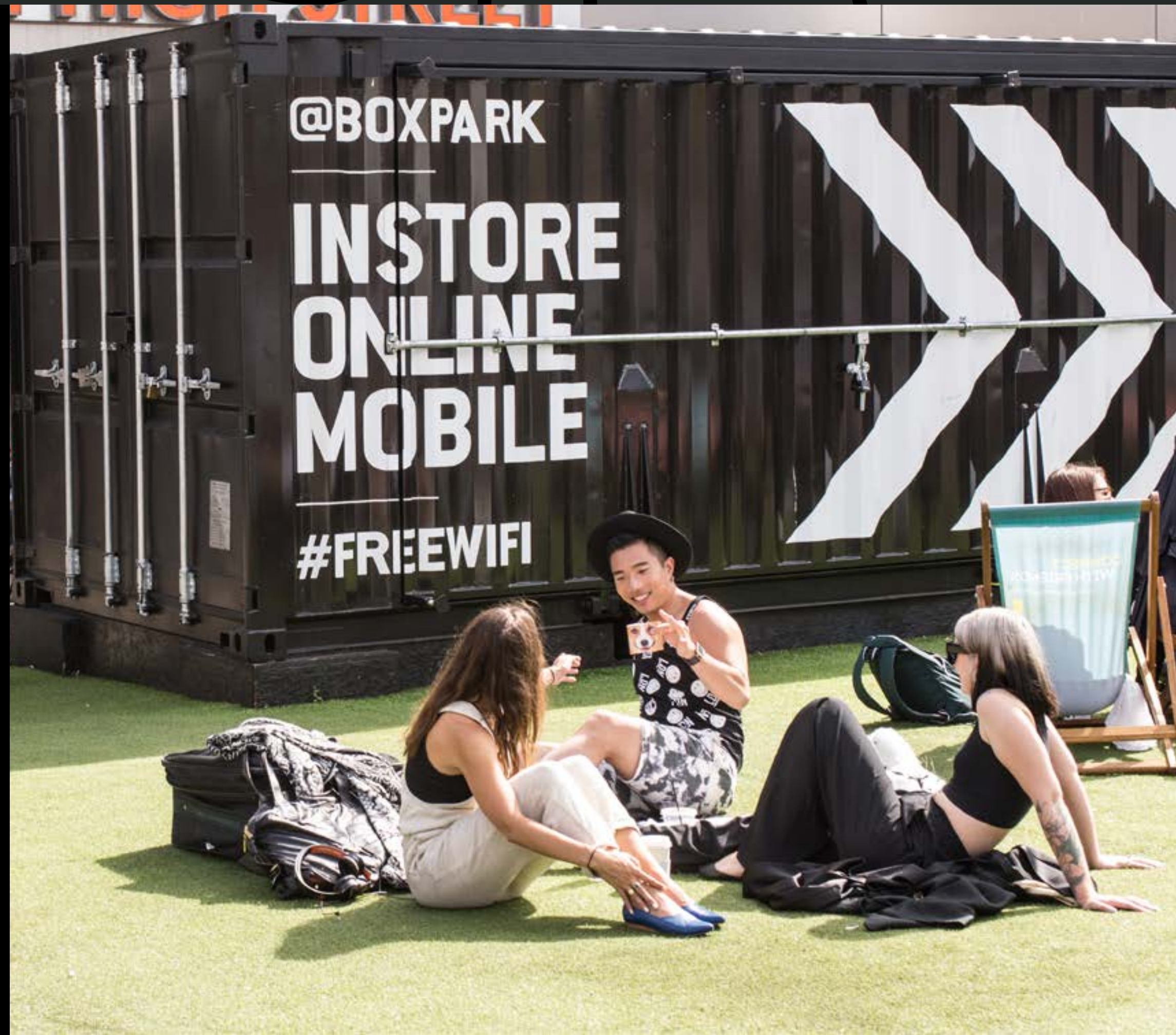
1.	INTRODUCTION	1
1.1	Economic Development Act 2012.....	2
1.2	Application of the development scheme	2
1.3	Components of the development scheme.....	2
1.4	State interests	2
1.5	Acknowledgements	2
1.6	Strategic context	2
2.	LAND USE PLAN	4
2.1	Operation of the land use plan	5
2.1.1	PURPOSE OF THE LAND USE PLAN	5
2.1.2	VISION.....	5
2.1.3	PDA DEVELOPMENT REQUIREMENTS	5
2.2	Development assessment	6
2.2.1	INTERPRETATION	6
2.2.2	PDA DEVELOPMENT APPLICATIONS.....	6
2.2.3	TYPES OF DEVELOPMENT	6
2.2.4	PDA EXEMPT DEVELOPMENT	7
2.2.5	PDA SELF-ASSESSABLE DEVELOPMENT	7
2.2.6	PDA ASSESSABLE DEVELOPMENT	7
2.2.7	DEVELOPMENT CONSISTENT WITH THE LAND USE PLAN	7
2.2.8	DEVELOPMENT INCONSISTENT WITH THE LAND USE PLAN	7
2.2.9	TYPES OF PDA DEVELOPMENT APPROVALS	7
2.2.10	INFRASTRUCTURE AGREEMENTS	8
2.2.11	NOTICE OF APPLICATIONS	8
2.2.12	RELATIONSHIP WITH THE MBRC PLANNING SCHEME AND OTHER LEGISLATION	8
2.2.13	INTERIM USES.....	8
2.3	Vision	9
2.4	Structural elements	10

2.5	PDA-WIDE CRITERIA	11
2.5.1	BUILT FORM	11
2.5.2	URBAN DESIGN	17
2.5.3	STREET AND MOVEMENT NETWORK	17
2.5.4	PUBLIC REALM	17
2.5.5	ENVIRONMENT.....	19
2.5.6	COMMUNITY SAFETY AND DEVELOPMENT CONSTRAINTS	20
2.5.7	SERVICE INFRASTRUCTURE.....	21
2.6	Place provisions	22
2.6.1	PLACE 1 - MILL CENTRAL	23
2.6.2	PLACE 2 - MILL INNOVATION	31
2.6.3	PLACE 3 - MILL URBAN	35
2.6.4	PLACE 4 - MILL TRANSIT	39
2.6.5	PLACE 5 - MILL GREEN.....	43
3.	INFRASTRUCTURE PLAN	48
3.1	Purpose.....	49
3.2	Infrastructure networks	49
3.3	Infrastructure categories.....	49
3.3.1	TRUNK INFRASTRUCTURE (MBRC AND UNITYWATER NETWORKS)	49
3.3.2	NON-TRUNK INFRASTRUCTURE (MBRC AND UNITYWATER NETWORKS)	49
3.3.3	OTHER INFRASTRUCTURE.....	49
3.4	Infrastructure charges, funding and conditions.....	50
3.5	Infrastructure standards.....	50
4.	IMPLEMENTATION STRATEGY	51
4.1	Supporting the regional economy and private sector investment	52
4.2	Maximising strategic advantage	52
4.3	Delivering exemplar design and innovation	53
4.4	Optimum development of identified key Sites and main streets	53
4.5	Protecting environmental values and heritage sites.....	54
4.6	Additional strategies, investigations and works.....	54
5.	SCHEDULES	55
	Schedule 1: PDA-wide exempt development.....	56
	Schedule 2: Definitions	57
	Schedule 3: Preferred land uses.....	58

THE MILL

THE MILL

1. INTRODUCTION



THE MILL MORETON BAY

1.1 ECONOMIC DEVELOPMENT ACT 2012

The *Economic Development Act 2012* establishes the Minister for Economic Development Queensland (MEDQ) as a corporation sole to exercise the functions and delegations of the Act.

The main purpose of the Act is to facilitate economic development and development for community purposes, in the state. The Act seeks to achieve this by establishing the MEDQ and providing for a streamlined planning and development framework for particular parts of the state declared as Priority Development Areas (PDAs).

The Mill at Moreton Bay (The Mill) (refer map 2) was declared a PDA by regulation on 2 September 2016.

1.2 APPLICATION OF THE DEVELOPMENT SCHEME

The Mill PDA development scheme is applicable to all development on land and water within the boundaries of the PDA (refer map 2).

From the date of approval under a regulation, the development scheme replaces The Mill at Moreton Bay PDA interim land use plan which commenced upon declaration.

1.3 COMPONENTS OF THE DEVELOPMENT SCHEME

The development scheme consists of:

1. a land use plan that regulates development in the PDA (section 2)
2. an infrastructure plan that describes infrastructure required to support achievement of the land use plan and states applicable infrastructure charges (section 3)
3. an implementation strategy that describes objectives and actions that complement the land use plan and infrastructure plan to achieve the main purpose of the Act (section 4).

1.4 STATE INTERESTS

Relevant matters of state interest have been considered in the preparation of this development scheme and will be considered further as part of the assessment of a PDA development application¹.

¹ Section 87 of the Act states that any relevant state interest must be considered and decided in a PDA development application. For the purposes of addressing state interests in development assessment, the State Planning Policy (SPP) and State Development Assessment Provisions (SDAP), provide guidance in identifying if a state interest is relevant to the assessment of a PDA development application.

1.5 ACKNOWLEDGEMENTS

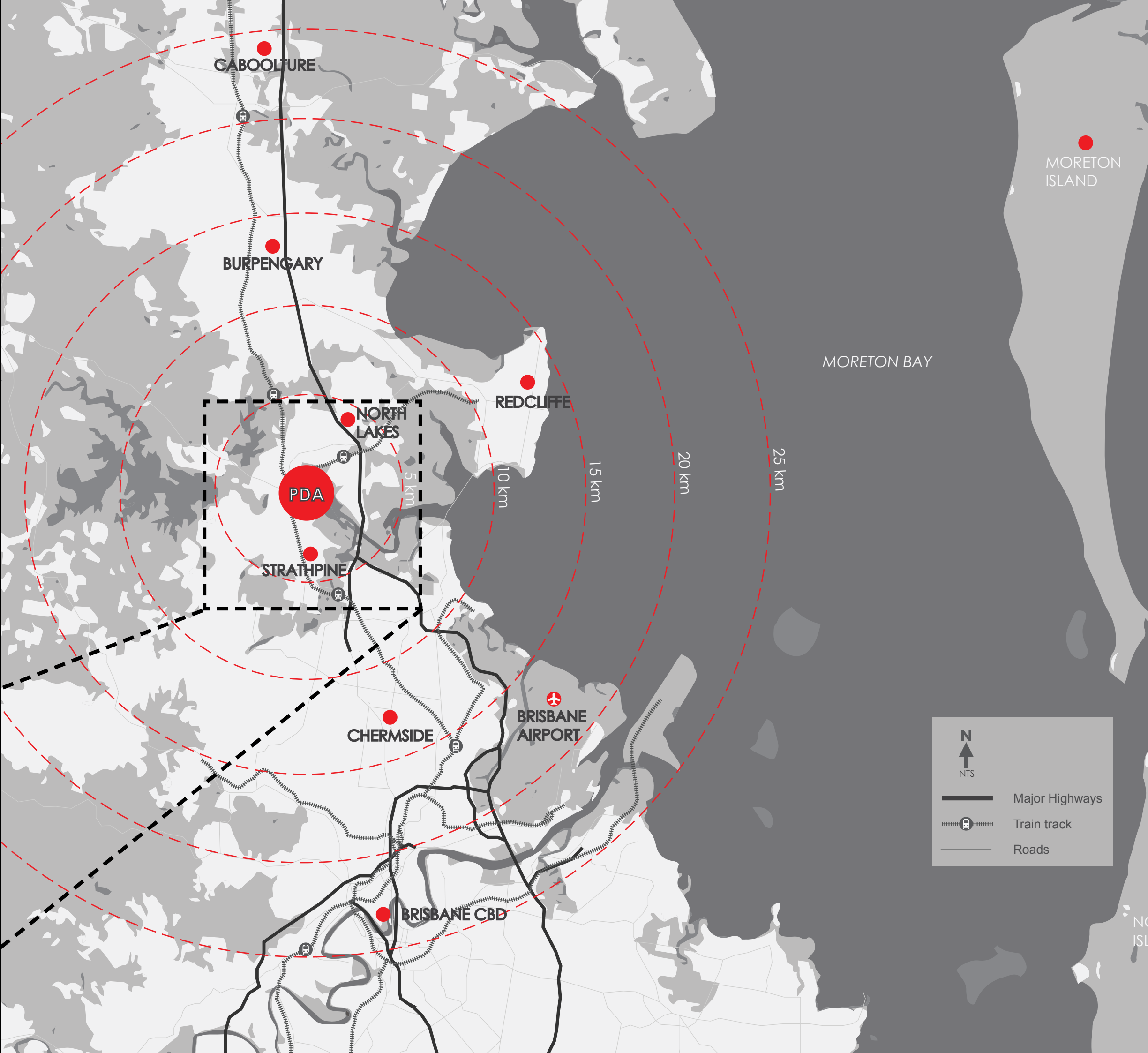
The development scheme was prepared under delegation by Moreton Bay Regional Council (MBRC) in collaboration with the Department of Infrastructure, Local Government and Planning and other state agencies.

1.6 STRATEGIC CONTEXT

The Mill at Moreton Bay PDA is approximately 460 hectares in size and is located in the MBRC local government area within the suburbs of Petrie, Kallangur and Lawnton. The PDA is approximately 20 kilometres from the Brisbane International Airport, the Brisbane Central Business District and Caboolture and less than 5 kilometres to both Strathpine and North Lakes. The PDA is bordered by Lawnton Pocket Road to the south and the Redcliffe Peninsula Rail Line in the north and north-west. The PDA also includes the existing Petrie town centre to the west of Petrie Station and land to the south of the new Kallangur Station. The North Pine River and Yebri Creek traverse the PDA.

Map 1-The Mill at Moreton Bay Priority Development Area context

**STRATEGICALLY
LOCATED.
WELL SERVICED
AND ACCESSIBLE.
A CENTRAL
OPPORTUNITY
THAT IS THE MILL.**



THE MILL

THE MILL

2. LAND USE PLAN



2.1 OPERATION OF THE LAND USE PLAN

2.1.1 Purpose of the land use plan

The land use plan establishes the vision and the development requirements that regulate development within the PDA to achieve the vision.

2.1.2 Vision

The PDA Vision in section 2.3 identifies the overall outcomes to be achieved in the PDA.

2.1.3 PDA development requirements

The PDA development requirements apply to all PDA assessable development and incorporate:

- structural elements (refer section 2.4)
- PDA-wide criteria (refer section 2.5)
- place provisions (refer section 2.6)
- schedules (refer section 5)
- guidance material.

Refer to figure 1 on the right.

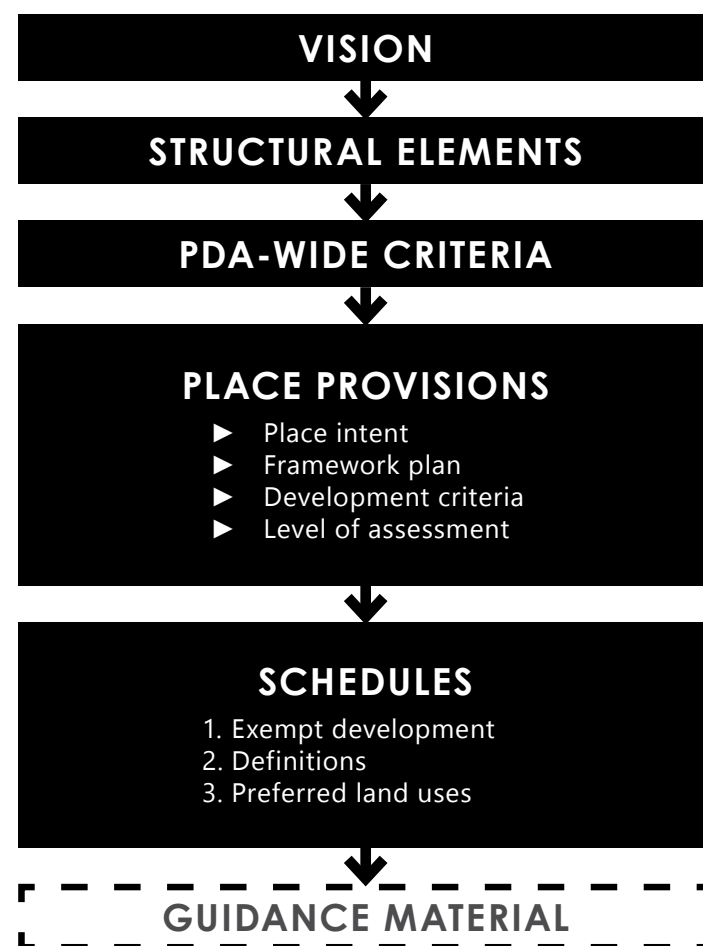
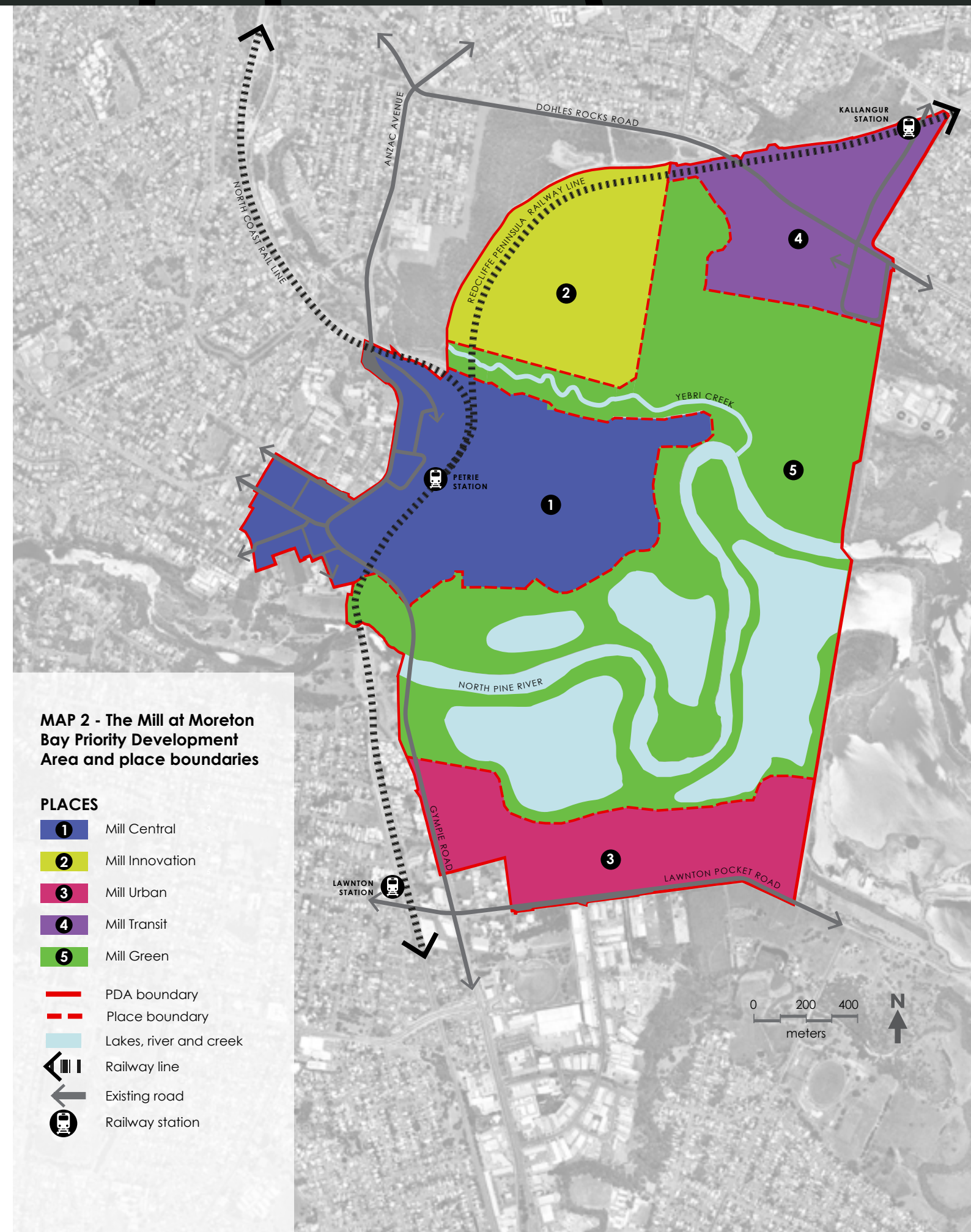


FIGURE 1 - Components of the land use plan





2.2 DEVELOPMENT ASSESSMENT

2.2.1 Interpretation

The interpretation of terms and definitions will rely on:

- section 33 of the Act which defines development
- schedule 2 of this development scheme which provides the definitions required to interpret and apply the development scheme with reference to the Act and the Moreton Bay Regional Council Planning Scheme (MBRC Planning Scheme).

2.2.2 PDA development applications

To the extent the land use plan, infrastructure plan, implementation strategy and the guidance material are relevant, they are to be taken into account in the preparation of a PDA development application and the assessment of the application by the MEDQ².

The infrastructure plan (section 3) and implementation strategy (section 4) may include further information that should be taken into account in the preparation, design and feasibility of development proposals.

Development proponents are encouraged to hold pre-application discussions with the MEDQ² to obtain feedback and advice on compliance with the development scheme to expedite the development application assessment process and timeframes.

2.2.3 Types of development

Section 33 of the Act establishes the following types of development:

1. PDA exempt development
2. PDA self-assessable development
3. PDA assessable development:
 - a. permissible development
 - b. prohibited development.

Tables 1 to 5 in sections 2.6.1 to 2.6.5 of this scheme prescribe the types of development, also referred to as levels of assessment, for each place.

² MEDQ may delegate certain functions and powers under s.169 of the Act to a local government. Development assessment powers have been delegated by the MEDQ to MBRC.

2.2.4 PDA exempt development

Tables 1 to 5 specify what development is exempt from the requirement for a PDA development application (PDA exempt development), including schedule 1 of this scheme.

2.2.5 PDA self-assessable development

Under section 74 of the Act, PDA self-assessable development must comply with the requirements in the development scheme for carrying out PDA self-assessable development. These requirements are specified in tables 1 to 5 of this scheme. Development that does not comply with the self-assessable requirements will require a PDA development application.

2.2.6 PDA assessable development

PDA assessable development cannot be carried out without a PDA development approval. PDA assessable development that is prohibited development is not consistent with the land use plan.

Approval of a development permit is required, and compliance with any relevant conditions of approval where applicable, before PDA assessable development is undertaken.

2.2.7 Development consistent with the land use plan

PDA assessable development (permissible development) is consistent with the land use plan if:

1. the development complies with all relevant structural elements (section 2.4), PDA-wide criteria (section 2.5) and place provisions (section 2.6); or
2. the development does not comply with one or more of the aspects of the structural elements (section 2.4), PDA-wide criteria (section 2.5) and place provisions (section 2.6), but:
 - a. the development does not conflict with the PDA vision (section 2.3)
 - b. there are sufficient grounds to justify approval of the development despite the non-compliance with the structural elements, PDA-wide criteria and place provisions.

In this section 'grounds' means matters of public interest that include the matters specified as the main purposes of the Act as well as:

1. superior design outcomes³
2. overwhelming community need.

'Grounds' does not include the personal circumstances of an applicant, owner or interested third party.

2.2.8 Development inconsistent with the land use plan

Under section 86 of the Act, development that is inconsistent with the development scheme cannot be granted a PDA development approval. PDA assessable development identified in tables 1 to 5 as prohibited development is inconsistent with the development scheme.



³ An urban design review panel, see implementation strategy section 4.3, will provide guidance on the assessment and acceptance of superior design outcomes.

2.2.9 Types of PDA development approvals

In accordance with section 94 of the Act, PDA development approval may take the form of either a preliminary approval or development permit.

PDA development permit

A PDA development permit authorises the carrying out of PDA assessable development to the extent provided for under the permit and subject to the conditions of the permit and any PDA preliminary approval.

PDA preliminary approval

There is no requirement to obtain a preliminary approval. However, applicants may choose to use preliminary approvals to stage development or to gain approval for a development concept before undertaking detailed planning.

In this regard, preliminary approvals may demonstrate how development achieves the requirements of the development scheme within the broad spatial framework of the structural elements, place provisions and the individual development proposals and associated Plans of Development.

A preliminary approval may:

1. include all or a relevant part of the PDA determined in consultation with the MEDQ⁴
2. identify the provision of and/or location of connections to necessary infrastructure, including transport, within the PDA
3. identify land uses and development densities
4. resolve if required, any development constraints that may determine the extent of developable area or appropriate uses
5. resolve the boundaries of public open space and any identified sites for community infrastructure such as parks and land for community facilities

⁴ MEDQ may delegate certain functions and powers under s.169 of the Act to a local government. Development assessment powers have been delegated by the MEDQ to MBRC.

6. demonstrate that the development proposal:

- a. does not prejudice the ability for surrounding land to be developed in an orderly and efficient manner consistent with the PDA vision, structural elements, PDA-wide criteria and place provisions
- b. is consistent with existing and approved development in the preliminary approval area or adjoining areas
- c. addresses additional requirements for development in the PDA
- d. addresses other matters specified in a guideline issued by MEDQ or guidance material.

Applicants should discuss the use of a preliminary approval with the MEDQ or its delegate in pre-application meetings.

Plan of Development

A Plan of Development (PoD) may accompany a PDA development application for a material change of use or reconfiguring a lot and may consider any proposed use, and any associated building work or operational work. A PoD may form part of a PDA development approval and may identify PDA exempt development, PDA self-assessable development and PDA assessable development (permissible and prohibited development).

A PoD is prepared by an applicant and may include maps, graphics and text and once approved becomes the primary documentation for the ongoing regulation of subsequent development.

A PoD should indicate the location and function of temporary and permanent uses and structures and how these uses and structures will relate to each other. It can also identify staging of development and triggers for specific requirements or works based on staging.

The PoD cannot include land beyond the boundary of the land the subject of the application, but may cover only part of the land the subject of the application. An applicant may be required to demonstrate impacts and connections to areas adjoining the subject land in a separate plan to the PoD.

Under schedule 1, development identified as PDA exempt development in an approved PoD requires no further development approval under the development scheme⁵.

⁵ For further advice on preparing a PoD refer to the applicable EDQ practice note available at www.edq.qld.gov.au/resources/priority-development-areas-guidelines-and-practice-notes.html.

2.2.10 Infrastructure agreements

An infrastructure agreement may be negotiated and entered into with MEDQ⁶ and other relevant infrastructure providers to address the provisions and requirements of the infrastructure plan and implementation strategy. Under section 120 of the Act, to the extent an infrastructure agreement is inconsistent with a PDA development approval, the infrastructure agreement prevails.

2.2.11 Notice of applications

A PDA development application will require public notice if the application is for development, which in the opinion of the MEDQ⁶:

1. may have adverse impacts on the amenity or development potential of adjoining land under separate ownership; or
2. does not comply with all relevant PDA-wide criteria and place intent; or
3. is for a use, or is of a size or nature which, in the opinion of the MEDQ⁶, warrants public notification.

2.2.12 Relationship with the MBRC Planning Scheme and other legislation

Under section 71 of the Act, if there is a conflict between the development scheme and a planning instrument or assessment benchmarks prescribed by regulation under the *Planning Act 2016* or another Act for the Planning Act⁷, the development scheme prevails to the extent of any inconsistency. However, where the development scheme applies provisions of the MBRC Planning Scheme this is not a conflict and is not inconsistent with the development scheme.

The MBRC Planning Scheme, where relevant, may be used as guidance material when assessing PDA development applications and applying the development scheme requirements.

In addition to assessment against the development scheme, development may require assessment against other legislation including, but not limited to, the *Nature Conservation Act 1992*, *Environmental Protection Act 1994*, *Plumbing and Drainage Act 2002*, *Building Act 1975* and the *Planning Act 2016*, including subordinate legislation.

2.2.13 Interim uses

An interim use is a land use that, because of its nature, scale, form or intensity, may not be an appropriate long term use of the land, but may be appropriate for a short or medium term period as the PDA develops.

An interim use will only be approved if it can be demonstrated that the use will not prejudice the achievement of the PDA vision. Structural elements and PDA-wide criteria also apply to all PDA assessable development that is an interim use.

The MEDQ⁹ may approve an interim use only if it can be demonstrated that an interim use will not preclude or delay an appropriate long term use or intensity of development or infrastructure delivery.

Information to support an application for an interim use may include:

1. a schedule of land supply and projected take-up rates; or
2. plans showing how the development could transition from the proposed interim use to an appropriate longer term use.

The MEDQ⁸ may impose a condition of approval that limits the duration of an interim use.

⁶ MEDQ may delegate certain functions and powers under s.169 of the Act to a local government. Development assessment powers have been delegated by the MEDQ to MBRC.
⁷ Section 71 of the *Economic Development Act 2012* stipulates a plan, policy or code made under the *Planning Act 2016* or another Act is the relevant matter rather than assessment benchmarks prescribed by regulation.

⁸ MEDQ may delegate certain functions and powers under s.169 of the Act to a local government. Development assessment powers have been delegated by the MEDQ to MBRC.





PROVIDING WORLD-CLASS EDUCATION AND JOB OPPORTUNITIES THAT SUPPORT OUR REGION'S CONTINUED ECONOMIC DEVELOPMENT AND GROWTH

Indicative view of The Mill at Moreton Bay PDA

2.3 VISION

The Mill PDA, located at the junction of the North Coast Rail Line and the Redcliffe Peninsula Rail Line, provides the opportunity to create a world-class destination in the heart of the Moreton Bay Region. This opportunity will revitalise the local area, act as a catalyst for the broader transition of the Moreton Bay Region' economy, and support positive local and regional economic, social and environmental outcomes.

At its core, The Mill PDA will be anchored by a full service university campus. Development in the PDA will utilise the opportunity provided by the university to support the creation of a vibrant and exemplar health and knowledge precinct that is cognisant and respectful of its heritage and environmental context. The university campus will be central to the transformation of the remainder of the PDA into a number of vibrant mixed-use places that deliver a diverse range of education, health, retail, residential, recreation, commercial and environmental uses.

The PDA will also become home to innovative businesses or organisations that want to co-locate with a university, in a unique and picturesque environmental setting, with direct access to public transport, services and facilities.

In addition to students and teachers, the PDA will attract a permanent resident and business population who will activate the revitalised district centre west of the rail line and a new retail neighbourhood hub east of the rail line. The PDA will support a diverse range of experiences for residents and visitors alike across day and night, on weekdays and weekends.

Development in the PDA will:

- maximise the infrastructure investment in the Redcliffe Peninsula Rail Line by providing opportunities to deliver best practice transit oriented development outcomes and intensification of development near Petrie, Kallangur and Lawnton stations to promote public transport usage and create places to live and work
- focus on an active and embellished public realm, including a new network of parks in strategic locations and emphasis on improved connectivity between the district centre (Petrie), Kallangur and Lawnton stations and the new uses east of the rail line
- deliver vast and continuous conservation areas of high environmental value and important ecological function that promote the site's connections to the broader environmental corridors of the Moreton Bay Region
- promote high-quality architectural, landscape and urban design outcomes, respectful of the site's location and history and delivered through the built form, public realm and infrastructure
- exhibit exemplar innovative and smart city technologies reflected throughout the built form, public realm and infrastructure.

Development in the PDA will achieve this vision through the structural elements, PDA-wide criteria and place provisions outlined in the development scheme.

2.4 STRUCTURAL ELEMENTS

The structural elements (refer map 3) and development criteria below apply to all PDA assessable (permissible) development in the PDA. To the extent that the structural elements are relevant, they are to be taken into account in the preparation and assessment of PDA assessable development applications. The structural elements support the delivery of the PDA vision (section 2.3) and the PDA-wide criteria (section 2.5) and should be read in conjunction with these sections.

The structural elements plan establishes and illustrates the following three overarching land use categories:

- development area
- environmental area
- parks.

The plan also identifies key connectivity and movement infrastructure referred to in the infrastructure plan in section 3 and their preferred or indicative locations. These key infrastructure components include proposed road connections, primary pedestrian connections, parks (local, regional and sporting) as well as key intersections. These infrastructure components are shown in the context of the entire PDA demonstrating how each component will relate and connect to existing infrastructure in the area.

The following criteria support the structural elements plan:

Development area

Development in the development area will:

- accommodate a mix of land uses at various levels of intensity in a highly urbanised environment
- provide supporting infrastructure and services
- not encroach on the environmental area.

Land within the development area may be subject to constraints which may require site specific solutions. These constraints will be addressed through a PDA development application.

Environmental area

Development in the environmental area will:

- establish an ecologically viable conservation area through preservation and ecological restoration
- be limited to conservation purposes, ancillary activities (e.g. small-scale education, environmental or research facilities) and infrastructure required to support development in the development area
- not disturb, compromise, diminish or detract from the environmental values on this land
- provide minor walking trails to enhance the appreciation of the environmental qualities within this area
- ensure fauna corridors are enhanced and protected, especially along the North Pine River and Yebri Creek.

Parks

Development in the PDA will:

- provide a regional recreation park consisting of passive and active recreational uses that will utilise the lakes and surrounding open spaces and act as a southern entry point to the university campus
- provide a sport and recreation park that will have major sporting elements servicing the new and existing communities with a nexus to the university
- provide a local recreation park that will contribute to a sense of arrival to Mill Innovation and provide for the local recreation needs of residents, workers and visitors to the place.

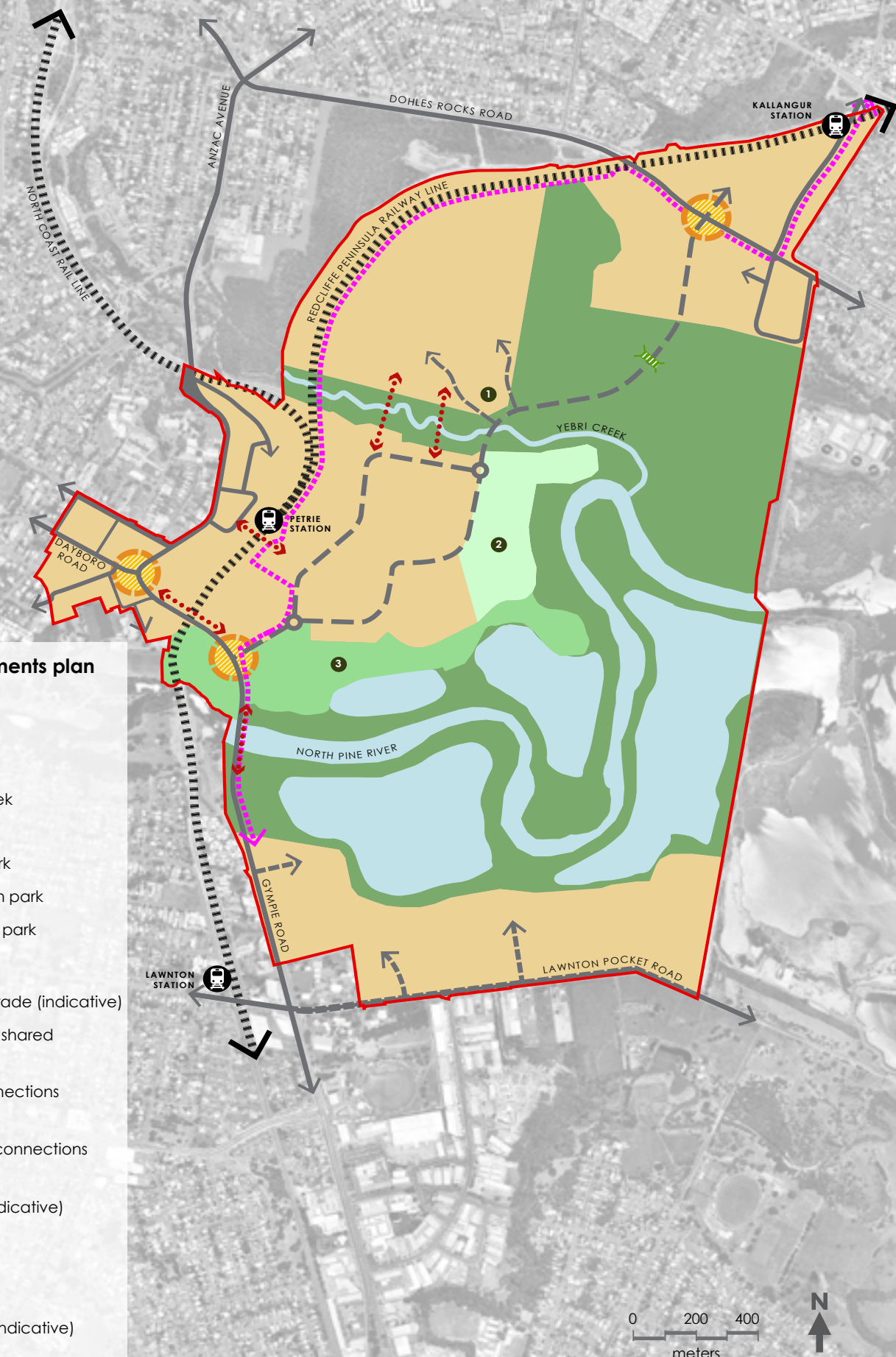
Movement and connectivity

Development in the PDA will:

- provide proposed road connections and key intersections to support orderly and adequately serviced development and efficient and safe movements throughout the PDA
- provide for and enhance existing primary pedestrian connections to facilitate convenient and safe pedestrian movements
- preserve the existing Petrie to Kippa-Ring shared pathway and facilitate its continuation further south, providing a dedicated off-road facility for both pedestrians and cyclists connecting Mill Central and Mill Urban.

MAP 3 - Structural elements plan

- PDA Boundary
- Development area
- Environmental area
- Lakes, river and creek
- Park**
 - ① Local recreation park
 - ② Sport and recreation park
 - ③ Regional recreation park
- Existing road
- Proposed road upgrade (indicative)
- Petrie to Kippa-Ring shared pathway
- Proposed road connections (indicative)
- Primary pedestrian connections (indicative)
- Key intersections (indicative)
- Railway station
- Railway line
- Koala connection (indicative)





2.5 PDA-WIDE CRITERIA

2.5.1 Built form

Development delivers high quality built form outcomes that:

1. reinforce the human scale and pedestrian amenity of the public realm including shade and shelter for pedestrians
2. utilise best practice energy and water efficient, climatically responsive sub-tropical design including appropriate solar orientation, shading and shelter, cross ventilation, natural lighting, passive cooling techniques, water recycling and stormwater management
3. are of a height and scale that:
 - a. makes efficient use of land and are consistent with the relevant place intent
 - b. provides a human scale at street level
 - c. are consistent with planned infrastructure
 - d. are commensurate with the site area of a development
 - e. respond to adjoining development outside of the PDA
4. provide activated streets and public thoroughfares to reinforce the relevant place's intended character and improve pedestrian amenity and activity at the street level

5. ensure building facades use high quality, climatically responsive and durable building materials that are visually interesting and articulated
6. add visual interest and enhance the local streetscape through variation in materials, patterns, textures and colours, and cantilevered awnings where appropriate
7. have a high standard of built form and landscaping
8. provide surveillance of and address all public spaces, including open space and recreation areas, and limit opportunities for concealment⁹
9. ensure orientation and integration with the surrounding neighbourhood
10. treat or break up blank walls that are visible from public areas
11. provide for a range of dwellings that:
 - a. deliver residential uses that support housing diversity to meet the varied needs of the relevant place and residents including accessible housing
 - b. provide attractive and useable private open space areas that meet the needs of residents and users
 - c. delivers privacy and safety to residents, adjoining properties and the wider community

⁹ Refer to the Queensland Police Service Crime Prevention Through Environmental Design: Guidelines for Queensland

12. provide adequate building separation or other design elements that allow light penetration and air circulation whilst ensuring impacts on amenity and privacy including overshadowing are minimised, particularly for residential development
13. provide entrances to buildings that:
 - a. are clearly defined and readily identifiable from the road frontage
 - b. are located and oriented to favour active and public transport usage by connecting to pedestrian footpaths on the street frontage
 - c. are welcoming for all users including people with disabilities
14. promote diversity of built form and enable differentiation between buildings
15. maximise recycling opportunities and reduce waste generation
16. respect the relationship between new development in the PDA and existing dwelling houses outside the PDA, including consideration of appropriate building setback, bulk and massing that minimise the impacts on residential amenity
17. consider the adaptability of buildings in building design to support use and activity changes over time
18. create an appropriate interface with and orientation to public transport including rail stations

19. ensures waste storage areas and utility infrastructure are designed, located and managed to prevent amenity impacts on adjoining uses
20. ensures car parking, service areas and loading bays are concealed from the public realm by:
 - a. integrating within, behind or under buildings; or
 - b. sleeving with active frontages along public roads and thoroughfares; or
 - c. where not adjoining a public road or pedestrian thoroughfare, having an attractive and articulated façade treatment particularly where adjacent to existing dwellings
21. ensures advertising devices do not:
 - a. detract from character and visual amenity values
 - b. contribute to visual clutter and discord between the appearance and style of other advertising devices
 - c. have a detrimental impact on heritage values
 - d. create a hazard to people or property in particular for pedestrians, cyclists and vehicular traffic.

An architectural rendering of a modern urban development named 'The Mill'. The scene is viewed from an elevated perspective looking down a street. On the right, a multi-story building features a series of white, cantilevered balconies or terraces. Some of these terraces have glass railings and are furnished with outdoor seating and umbrellas, suggesting on-street dining. A wide set of white stairs leads up from the street level to one of these terraces. The building is surrounded by lush green trees and landscaping. On the left, a paved pedestrian walkway runs alongside the street, with several people walking. The street itself has a brick-paved surface and a central green space with trees and plants. A yellow car and a red SUV are parked or driving on the street. The sky is bright with some clouds, and a lens flare effect is visible on the left side of the image.

THE MILL

**ON STREET
DINING**

**CLIMATE
RESPONSIVE
DESIGN**

**ACTIVATED
STREETS
AND PUBLIC
THOROUGHFARES**

MIXED USE

THE MILL

**HUMAN
SCALE AND
PEDESTRIAN
AMENITY**

**HIGH
STANDARD
OF BUILT FORM AND
LANDSCAPING**

**SHADE AND
SHELTER**



THE MILL

**DIVERSITY IN
BUILT FORM AND
BUILDINGS**

**VISUALLY
INTERESTING**

**INTERFACE
WITH AND
ORIENTATE
TO PUBLIC
TRANSPORT**





**CASUAL
SURVEILLANCE**

**ADDRESSING
PUBLIC
SPACES**

**VARIATION
IN MATERIAL,
PATTERNS AND
TEXTURES**

**BUILDING
SEPARATION
FOR LIGHT AND
AIR**

THE MILL

**SAFE,
PLEASANT
AND CHARACTER
RICH ROUTES**

**PERMEABLE,
HIGHLY
CONNECTED
AND LEGIBLE**

**CLEARLY DEFINED
PEDESTRIAN
AND CYCLIST
MOVEMENT**





2.5.2 Urban design

Development delivers high quality urban design by ensuring the form, type and arrangement of buildings, structures, streets and public spaces:

1. create an appealing, active, inclusive and vibrant urban environment
2. facilitate a diverse range of uses, activities and experiences consistent with the PDA's intended role as a major university and mixed-use place, district centre, residential community and innovation hub
3. create a sense of arrival to the PDA where on key sites¹⁰ or adjoining the Petrie, Kallangur or Lawnton stations
4. enhance the relationship and connectivity of new uses to Petrie, Kallangur and Lawnton Stations
5. are sensitive to the interface and relationship with existing rail infrastructure
6. ensure views to and throughout Mill Central from the rail line in the approach to Petrie Station are unobstructed and appealing
7. have sufficient dimensions to accommodate parking, access and circulation areas around buildings
8. create definition and delineation of public spaces and areas between buildings.
9. delivers exemplary hard and soft streetscape, utilising sub-tropical design and water sensitive urban design principles, that soften and enhance the physical and visual amenity of the locality.

2.5.3 Street and movement network

Development delivers a high quality street and movement network as well as related infrastructure for pedestrians, cyclists and vehicles that:

1. has a clear hierarchy and is easy to navigate with a well-connected, logical network of routes, intersections and spaces
2. establishes a permeable, highly connected and legible urban environment that supports the creation of open spaces and cross block links, offering a choice of routes into, within and through the PDA for pedestrians and cyclists
3. creates safe, pleasant and character-rich routes which prioritise the safety and experience of pedestrians and cyclists and provide legible pedestrian and cycling connections to key locations internal and external to the PDA including the Petrie to Kippa-Ring shared pathway
4. ensures access to and egress from all entries, service areas and car parks is safe, legible and logical and does not negatively impact on the public realm
5. maximises co-location of servicing and car park entrances and openings
6. minimises conflict between pedestrians, cyclists and motor vehicles through appropriate design
7. minimises the need for service vehicles to park, stop or queue on the public road network
8. provides for equitable access for all members of the public

9. provides car parking at a rate¹¹ that:
 - a. meets the functional requirements of the PDA
 - b. encourages the use of active and public transport
 - c. increases land use efficiency
 - d. improves development feasibility
 - e. does not result in an oversupply
10. provides end-of-trip facilities for pedestrians and cyclists
11. ensures the safety and operation of state transport corridors, future state transport corridors or state transport infrastructure is not adversely impacted
12. where in the vicinity of railway infrastructure, manages the impacts of development on railway safety, structural integrity and operation¹²
13. allows for safe, convenient, legible and efficient provision of and access to public passenger transport
14. delivers appropriate fire hydrant infrastructure and unimpeded access for emergency service vehicles.

2.5.4 Public realm

Development delivers an attractive, high quality, accessible, well-connected, multi-functional public realm that:

1. creates a safe, comfortable and inviting environment by promoting day and night activity and passive surveillance
2. creates a diversity of spaces that allow for equitable access for all users to a range of different experiences and uses, including large-scale events and recreation
3. incorporate 'smart city' concepts and technology e.g. fibre optic and Wi-Fi networks, smart lighting, connected sensors and CCTV, power and waste systems integration and real time traffic and parking assessment and tracking
4. integrates public art that is appropriate to the origins, history and character of the area.
5. provides safe and clearly defined pedestrian and cyclist movement and vehicular access to, from and within the premises.

¹⁰ Key sites are identified on Framework Plan 1 - Mill Central.

¹¹ For guidance refer to MBRC Planning Scheme parking rates contained in the zone code equivalent to the type or location of development proposed.

¹² Refer to the Department of Transport and Main Roads *Guide to development in a transport environment: Rail*.

THE MILL



PUBLIC
ART

BUSINESS
CIVIC

PUBLIC
REALM

URBAN
SMART
CITY

2.5.5 Environment

The design, siting and layout of development respects the environment and supports sustainable outcomes that:

1. avoid clearing of non-juvenile koala habitat trees in bushland habitat areas¹³ unless the Commonwealth Government determines that:
 - a. clearing of non-juvenile koala habitat trees is a controlled action or controlled action particular manner under the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act) and the clearing is undertaken in accordance with the Commonwealth Government determination¹⁴; or
 - b. clearing of non-juvenile koala habitat trees is not a controlled action or controlled action particular manner under the EPBC Act, in which case where clearing cannot be reasonably avoided, it is minimised to the greatest extent practicable and any significant residual impact is offset generally in accordance with the Queensland Environmental Offsets Policy¹⁵



2. avoid clearing of non-juvenile koala habitat trees in high value rehabilitation habitat area and medium value rehabilitation habitat area¹⁶ to the greatest extent practicable unless:
 - a. where clearing cannot be reasonably avoided, it is minimised to the greatest extent practicable and any significant residual impact is offset generally in accordance with the Queensland Environmental Offsets Policy¹⁷; or
 - b. the Commonwealth Government determines that the clearing of non-juvenile koala habitat trees is a controlled action or controlled action particular manner under the EPBC Act¹⁷ and the clearing is undertaken in accordance with the Commonwealth Government determination
3. avoid adverse impacts to Matters of State Environmental Significance¹⁸ unless:
 - a. where impacts cannot be reasonably avoided, they are minimised and any significant residual impacts are offset generally in accordance with the Queensland Environmental Offsets Policy; or
 - b. the Matter of State Environmental Significance is also a Matter of National Environmental Significance and the Commonwealth Government makes a determination under the EPBC Act¹⁷, in which case the Commonwealth determination prevails over this scheme
4. deliver offsets where required, in accordance with the following order of priority:
 - a. areas within the PDA along the North Pine River which strengthen habitat connectivity
 - b. other areas within the PDA that strengthen habitat connectivity including along Yebri Creek
 - c. areas close to the PDA within the MBRC local government area which strengthen habitat connectivity
5. protect the environmental values and ecological functions of Yebri Creek, North Pine River and lakes by:
 - a. ensuring development does not result in adverse impacts on fisheries resources including fish habitats, marine plants and fish passage¹⁹ to ensure long-term fisheries productivity and accessibility except where impacts cannot be reasonably avoided, they are minimised and any significant residual impacts are offset generally in accordance with the Queensland Environmental Offsets Policy
 - b. maintaining and enhancing water quality through the use of best practice total water cycle management and water sensitive urban design principles²⁰
 - c. achieving the water quality objectives for Moreton Bay waters²¹
6. protect the environmental values and ecological functions of terrestrial ecosystems by:
 - a. enhancing wildlife habitat and wildlife corridors that connect to areas of high environmental significance²²
 - b. promoting the retention of habitat trees for street trees, feature trees in other public realm areas and in private open space, to provide fauna habitat as well as shade and shelter for pedestrians
 - c. providing, to the greatest extent practicable, safe koala and other fauna-movement infrastructure that are appropriate for the development and have regard to the local habitat connectivity value
 - d. ensuring on-site landscaping provides food, shelter and movement opportunities for native fauna
 - e. ensuring that, during construction, measures are taken to not increase the risk of death or injury to koalas and other fauna including consideration of safe koala and other fauna movement opportunities.

¹³ Refer to *Planning Regulation 2017* and relevant mapping.

¹⁴ The *Environmental Protection and Biodiversity Conservation Act 1999* identifies Matters of National Environmental Significance. A development proponent must apply to the Commonwealth to determine if the proposed development may impact on such a matter. The Commonwealth government may determine (1) that a matter is not a controlled action, (2) that it is a controlled action particular manner, or (3) it will give an approval to undertake the development as a controlled action. If the Commonwealth Government determines clearing is not a controlled action, the relevant provisions of the development scheme apply. If the Commonwealth Government determines clearing is a controlled action particular manner the clearing is able to proceed without further assessment and approval, on the basis that it is in accordance with a particular manner (including any relevant offsets) that has been specified in the referral to the Commonwealth Government. If the Commonwealth Government gives the approval to undertake the clearing as a controlled action, the clearing is able to proceed in accordance with the conditions imposed on the approval by the Commonwealth Government including any relevant offsets.

¹⁵ The Queensland Environmental Offsets Policy is established under the *Environmental Offsets Act 2014*.

¹⁶ Refer to *Planning Regulation 2017* and relevant mapping.

¹⁷ The Queensland Environmental Offsets Policy is established under the *Environmental Offsets Act 2014*.

¹⁸ Refer to *Planning Regulation 2017* and relevant mapping.

¹⁹ Refer to Fisheries Guidelines including Fisheries guidelines for fish habitat buffer zones and Queensland wetland buffer planning guideline and State Development Assessment Provisions for guidance on appropriate buffer widths to marine plants. The guidelines are available at www.daf.qld.gov.au

²⁰ Refer to the Healthy Waterways Water Sensitive Urban Design Technical Design Guidelines for South East Queensland, as amended or replaced from time to time and MBRC Planning scheme policy - Integrated design.

²¹ Refer to the *Environmental Protection (Water) Policy 2009*.

²² Refer to Framework Plan 5 – Mill Green.

2.5.6 Community safety and development constraints

The siting, design, construction and operation of development supports community safety and gives appropriate consideration to development constraints by:

1. avoiding, to the greatest extent practicable, then managing or mitigating:
 - a. adverse impacts from pollution²³ and light nuisance²⁴
 - b. adverse impacts on people, property and the environment from contaminated land²⁵
 - c. the risk to life, property and the environment from natural hazards²⁶ to an acceptable or tolerable level
 - d. the risk to life, property and the environment from coastal hazard²⁷ including erosion prone areas or areas that experiences storm tide inundation
 - e. adverse impacts on the environment (including waterways), amenity and accessibility during and after construction including acid sulfate soil erosion and siltation²⁸

2. managing and minimising noise emissions on sensitive uses²⁹, including those from transport noise corridors³⁰
3. protecting and preserving the natural, aesthetic, architectural historic and cultural values of significant trees, places, objects and buildings of heritage and cultural significance³¹
4. ensuring it manages stormwater to:
 - a. ensure the discharge of stormwater does not adversely affect the quality, environmental values or ecosystem functions of downstream receiving waters
 - b. maintain or improve the structure and condition of drainage lines and riparian areas
 - c. avoid off-site adverse impacts from stormwater
5. ensuring development occurring in the development area (refer map 3 - structural elements plan) achieves the flood planning level³² for a habitable floor (residential development) and a non-habitable floor (non-residential development)
6. ensuring it does not directly, indirectly or cumulatively increase the severity of natural hazards (including overland flow) and potential for damage on the site or to other properties
7. ensuring it provides for efficient and safe evacuation during natural hazard events and does not unduly burden, disaster management response or recovery capacity and capabilities
8. maintaining or enhancing natural processes and the protective function of landforms and vegetation that can mitigate the risks associated with natural hazards
9. facilitating the location and design of community infrastructure to maintain the required level of functionality during and immediately after a natural hazard event
10. ensuring vulnerable uses are not located in areas where the risk from natural hazards is unacceptable or intolerable and cannot be mitigated.

²³ Development is generally in accordance with the *Environmental Protection (Air) Policy 2008*.

²⁴ Development is generally in accordance with Australian Standard AS4282-1997 Control of the obtrusive effects of outdoor lighting.

²⁵ Refer to state government guidelines on managing contaminated land.

²⁶ Refer to MBRC's flood check development reports to determine if development is affected by flood hazards. MBRC Planning Scheme overlay map landslide hazard identifies land that may be susceptible to landslide hazard. MBRC Planning Scheme overlay map bushfire hazard identifies land susceptible to bushfire hazard.

²⁷ Refer to MBRC Planning Scheme overlay map coastal hazard for areas at risk of storm inundation and erosion prone areas. In consideration of PDA development applications, MBRC may take guidance from MBRC Planning Scheme coastal hazard overlay code and planning scheme policy - flood hazard, coastal hazard and overland flow.

²⁸ Refer to MBRC Planning Scheme overlay map acid sulfate soils. Where development involves excavation or otherwise removing of more than 100 metres³ of soil or sediment where below 5 metres AHD, or filling of land of more than 500 metres³ of material with an average depth of 0.5 metre or greater where below 5 metres AHD, an acid sulfate soils investigation report in accordance with MBRC Planning Scheme planning scheme policy - acid sulfate soils, is required.

²⁹ Development is generally in accordance with the *Environmental Protection (Noise) Policy 2008*.

³⁰ Refer to QDC 4.4 buildings in a transport noise corridors.

³¹ Development should demonstrate consideration of the requirements, standards and guidance identified in the Developing heritage places: Using the development criteria document, prepared by the Department of Environment and Heritage and MBRC Planning Scheme planning scheme policy - heritage and landscape character.

³² Refer to the relevant MBRC flood check development report for the subject site for the most up to date applicable flood planning level.

2.5.7 Service infrastructure

The design and operation of development, including during construction, supports the efficient and effective delivery and operation of infrastructure by:

1. having regard to impacts on the safety and efficiency of the broader transport and traffic network for the surrounding area
2. ensuring the delivery of planned and future infrastructure, including future state-controlled roads, is not adversely impacted
3. providing infrastructure and services in a timely, orderly, integrated, coordinated and cost effective manner
4. ensuring infrastructure and services are available or capable of being made available including key infrastructure and services such as roads, public and active transport, water supply, sewerage, drainage, park network, community facilities, energy and telecommunications
5. ensuring the ongoing viability, integrity, operation, maintenance and safety of existing infrastructure is not compromised³³ by new development
6. ensuring new infrastructure and services required to service development are:
 - a. proportionate to network impacts
 - b. located and designed to maximise efficiency and ease of maintenance
 - c. do not adversely affect the desired character and amenity of the public realm
7. allowing for future developments in information technology
8. allowing for interim uses including public events and markets to have access to water and power
9. ensuring development in proximity to high voltage electrical infrastructure avoids exposing people to unacceptable electromagnetic radiation or electrocution risk and minimises the risk of damage to the infrastructure³⁴
10. ensuring facilities containing essential electrical services do not result in electrical hazards during a flood event.

³³ Refer to MBRC Planning Scheme overlay map infrastructure buffers for locations existing of infrastructure and associated buffers.

³⁴ High voltage electricity infrastructure traverses the PDA including overhead high voltage lines and a substation. Energex must review all works within 10 metres of the centerline of the high voltage lines and substation to ensure no breaches of safety clearances.





2.6 PLACE PROVISIONS

Place provisions provide guidance on where activities and development within the PDA is preferred and development criteria to support the achievement of the vision for the PDA.

The PDA is made up of five places, each having its own place intent, framework plan, preferred land uses, development criteria and levels of assessment. The five places are:

1. Mill Central
2. Mill Innovation
3. Mill Urban
4. Mill Transit
5. Mill Green

Map 2 - The Mill at Moreton Bay PDA and place boundaries shows the location and boundaries of the five places.

Place provisions should be read in conjunction with the vision, structural elements and PDA-wide criteria.

Development criteria are further illustrated in the guidance material.

2.6.1 PLACE 1 - MILL CENTRAL

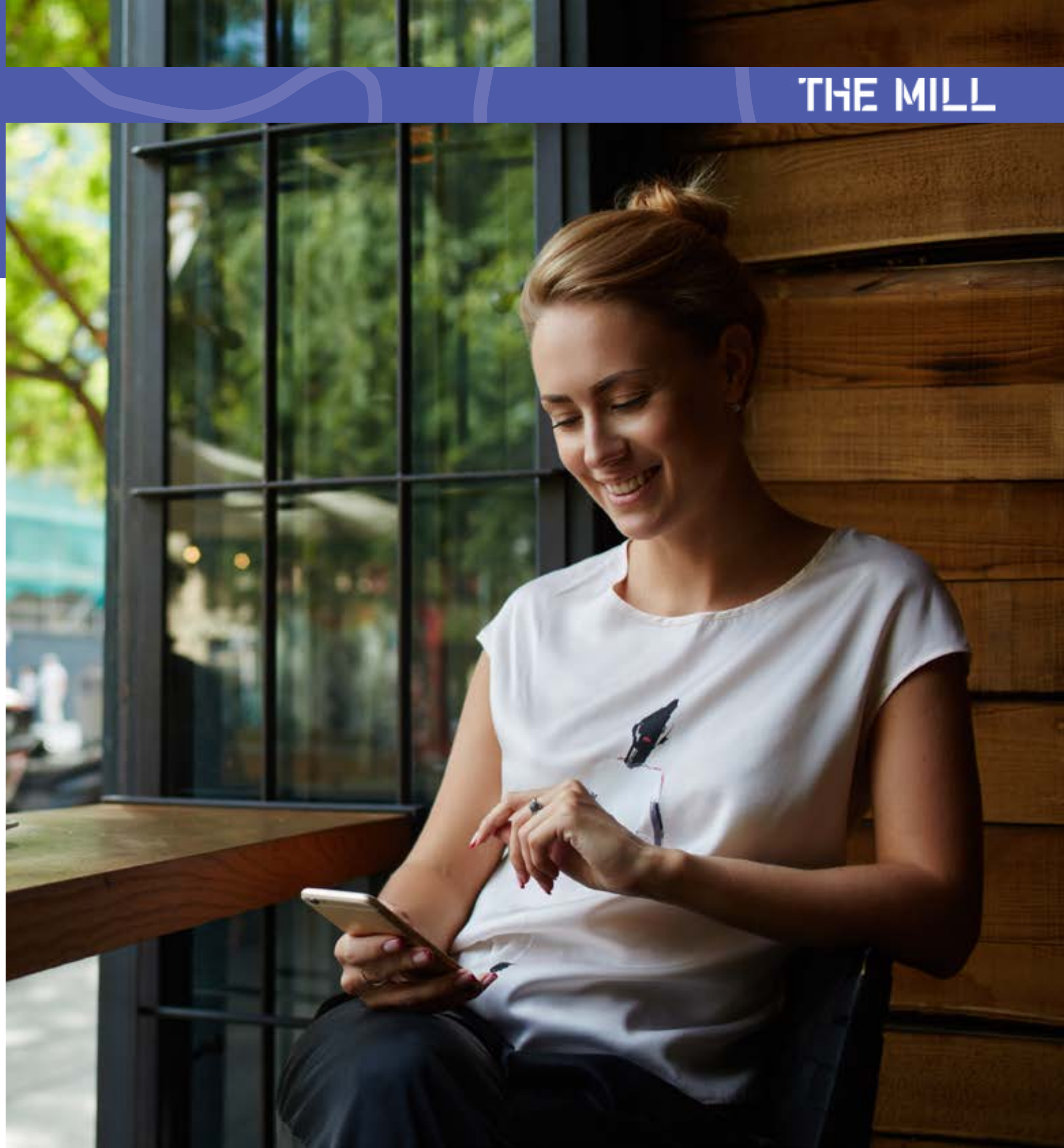
Place intent

Mill Central will be home to the first full service university campus in the Moreton Bay Region and will provide a revitalised and active district centre for Petrie. The university will be supported and complemented by a vast range of uses and activities, including regional sporting facilities and health related opportunities. Together, they will form an incubator for change and ignite new economic growth for the Moreton Bay Region by leveraging all it has to offer. Mill Central will become a highly attractive and vibrant destination, with a range of quality urban spaces hosting a mix of retail, commercial, residential, community and recreation uses, with a district centre to the west of the rail line and the neighbourhood hub³⁵ to the east. Mill Central will be brought together by a highly embellished public realm that will include smart city technology, public art, and quality landscape treatment.

Development of key sites (identified on Framework Plan 1 - Mill Central) does not result in an under development, which includes residential development having a site density of no less than 75 dwellings per hectare and other uses having a plot ratio of no less than 1:1³⁶. Development of detached dwellings and single or double storey townhouses are not encouraged given the place's proximity to transport, education and major employment providers. However, dwellings that incorporate home offices which enable commercialisation of home businesses, 'start-ups' and small to medium enterprise (e.g. SOHO style development of two to three storeys) will be supported in concentrated pockets around the fringes of Mill Central. Development is generally in accordance with Framework Plan 1 - Mill Central.

³⁵ Note that neighbourhood hubs have a reduced role, scale and function to that of a local centre. For the role, scale and function of a local centre in the Moreton Bay centres network, refer to MBRC Planning Scheme centre zone code.

³⁶ Plot ratio is the ratio of gross floor area to the area of the site. For example, a minimum plot ratio of 1:1 means a 1,000 metres² site is to be developed with a minimum of 1,000 metres² gross floor area.



DEVELOPMENT CRITERIA - MILL CENTRAL

Land use activities³⁷

Development for interim uses in Mill Central will:

1. deliver land uses that promote activity and deliver amenity in the place including markets, pop up retail and commercial stores, food vans and stalls, and special events including cultural, entertainment and artistic performances to encourage start-up businesses and increase visitors to the place

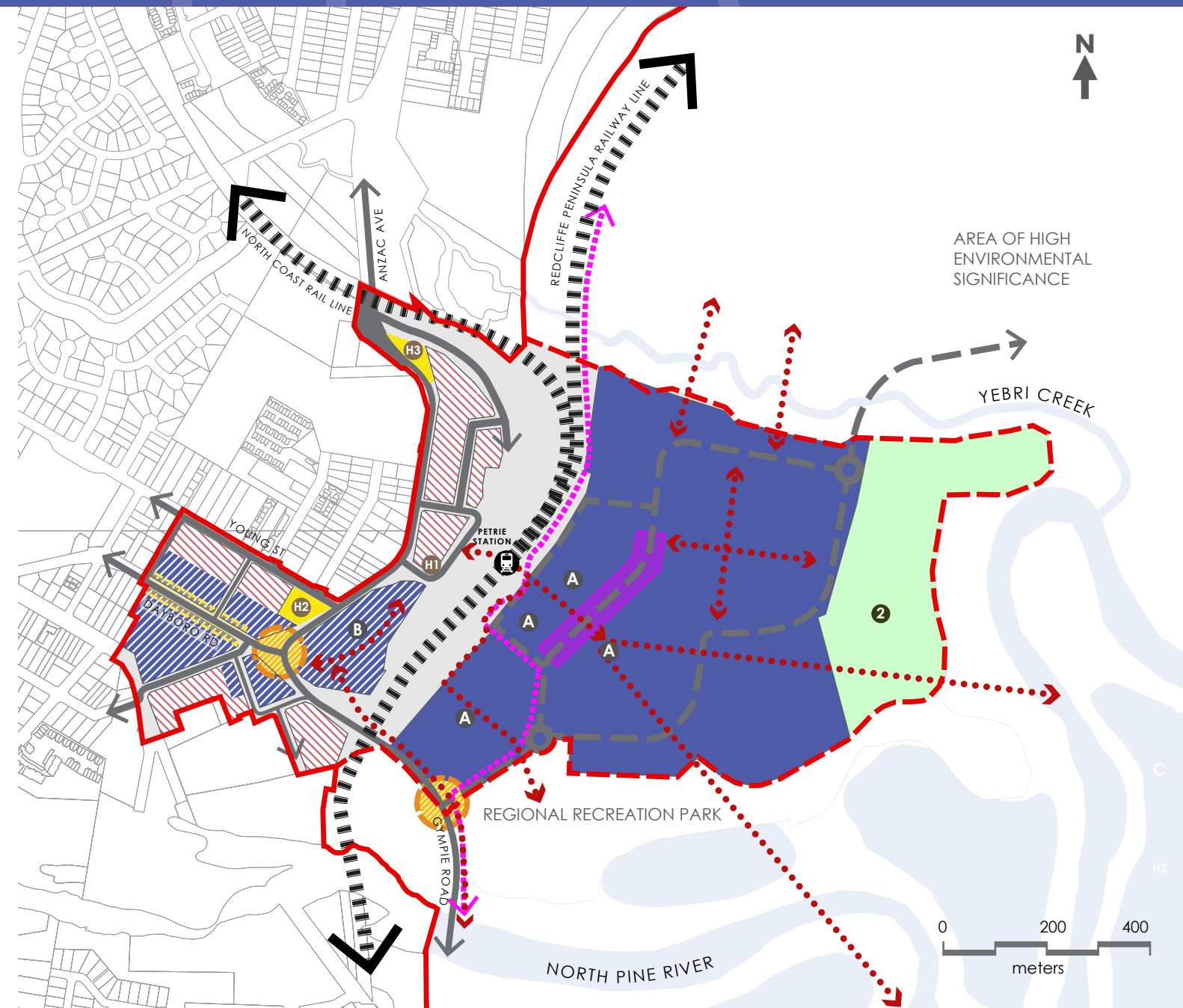
Development in the university and mixed-use area will:

2. on key site A, deliver the university campus, a key civic space, a signature building suitable for civic function uses, a significant anchor facility (e.g. large scale health facility such as a hospital and specialist medical centre) in a signature building(s) and other employment generating commercial uses
3. establish a compact neighbourhood hub, with active uses oriented and concentrated along the neighbourhood hub main street
4. ensure the nature and scale of retail activities in the neighbourhood hub are consistent with the role and function of a neighbourhood hub³⁸ in providing for the convenience needs of users on the eastern side of the North Coast Rail Line, and does not constitute the role, scale or function of a local centre³⁹
5. retail uses outside of the neighbourhood hub are to be of a small scale and provide for the convenience needs of users while on site (e.g. café in a mixed-use building)

³⁷ For guidance on defined land uses that are preferred (primary and secondary) in Mill Central refer to schedule 3.

³⁸ For example, limited-line supermarkets, fine grain retail tenancies and specialty stores.

³⁹ For the role, scale and function of a local centre in the Moreton Bay centres network, refer to MBRC Planning Scheme centre zone code.



FRAMEWORK PLAN 1 - Mill Central

KEY ITEM

- PDA boundary
- - - Place boundary
- Road reserve and railway land
- University and mixed-use area
- Key civic spaces
- District centre
- Residential rocus
- Sport and recreation
- Lakes, river and creek
- Railway station
- Neighbourhood hub main street
- District centre main street
- ⤵ Primary pedestrian connections (indicative)
- ← Existing road
- - - Proposed road connections (indicative)
- Railway line
- ← Petrie to Kippa-Ring shared pathway
- Key intersections (indicative)

KEY SITES

- A Site A - University campus, key civic space, civic function uses, large scale health facility and other employment generating uses
- B Site B - Revitalised mixed use site

HERITAGE SITES

- H1 Post Office and Telephone Exchange
- H2 North Pine School of Arts
- H3 Anzac Park

6. in the remainder of the university and mixed-use area, deliver additional university facilities to establish a full service university campus⁴⁰, as well as an assortment of activities and uses including community, small scale retail (e.g. cafes), commercial and residential
7. deliver sporting facilities that are of a regional standard (such as an aquatic centre, football, rugby, AFL/cricket fields, athletic tracks, basketball/tennis courts and other sports courts)
8. deliver a mix of residential uses (including student accommodation and retirement living), achieving a minimum site density of 75 dwellings per hectare, in the form of:
 - a. high density residential where generally located in the centre of the university and mixed-use area and part of a mixed-use building and predominantly above podium level
 - b. high density residential where generally located around the northern, eastern and southern fringes of the university and mixed-use area and:
 - not part of a mixed-use building; or
 - part of a mixed-use building with a limited number of small-scale tenancies⁴¹ which activate the ground floor
 - c. medium density residential where generally located in pockets around the northern, eastern and southern fringes of the university and mixed-use area and incorporating home office uses on the ground floor (e.g. SOHO style development of two to three storeys).

Development in the district centre will:

9. on key site B, provide a new signature development with an interesting and diverse range of uses and activities
10. enhance and increase the range and mix of businesses and commercial activities in the district centre on the western side of the North Coast Rail Line, including offices and high end comparison and convenience retail that serves the broader catchment

11. revitalise the district centre main street through the establishment of active uses directly adjoining the street
12. ensure development does not result in the centre exceeding the role, function and scale of a district centre in accordance with the existing Moreton Bay centres network⁴²
13. deliver high density residential uses achieving a minimum site density of 75 dwellings per hectare
14. maintain the cultural heritage values associated with the North Pine School of Arts and enhance the historic sense of place created by this site
15. where adjoining Anzac Avenue, maintain and enhance the cultural heritage values associated with the corridor⁴³.

Development in the residential focus area will:

16. deliver a mix of residential uses (including student accommodation and retirement living), achieving a minimum site density of 75 dwellings per hectare, in the form of:
 - a. high and medium density residential where:
 - not part of a mixed-use building; or
 - part of a mixed-use building with a limited number of small-scale tenancies⁴¹ that activate the ground floor
 - b. medium density residential where incorporating home office uses on the ground floor (e.g. SOHO style development of two to three storeys)
17. maintain the cultural heritage values associated with the Petrie Post Office and Telephone Exchange and Anzac Park and enhance the historic sense of place created by these sites.

⁴⁰ A full service university campus is a self-contained higher-education institution providing a broad range of courses of all levels, academic faculty, research and administrative functions.

⁴¹ Generally this means 1 to 3 tenancies, each having a maximum gross floor area of 100 metres².

⁴² For the role, scale and function of centres in the Moreton Bay centres network, refer to MBRC Planning Scheme centre zone code.

⁴³ Refer to the 'Anzac Memorial Avenue (former): Conservation Management Plan', commissioned by the Department of Transport and Main Roads and section 4.5 of the Implementation strategy for further information.

Infrastructure and capacity

Development in Mill Central will:

18. ensure development adjoining key intersections does not compromise the effective and viable design and delivery of key intersections including the Petrie roundabout upgrade and new key intersection with Gympie Road.

Movement and connectivity

Development in Mill Central will:

19. deliver proposed road connections to provide access to the place from Gympie Road (north of the Pine River) and facilitate future connection with Dohles Rocks Road at Kallangur
20. deliver a highly active primary pedestrian connection that links the district centre, Petrie Station and key civic space (key site A), including orienting buildings towards the connection and a pedestrian focused interface (e.g. awnings over footpaths)
21. establish and maintain physical and visual primary pedestrian connections between:
 - a. the district centre and the Petrie Station
 - b. the Petrie Station and key civic space (key site A)
 - c. key site A and the regional recreation park and the sport and recreation park
 - d. the lakes and the key civic space (key site A)
 - e. key site B, across the North Coast Rail Line, generally in the vicinity of, or forming part of, the Gympie Road overpass
 - f. Mill Central and Mill Innovation, across Yebri Creek
 - g. the southern end of key site B (adjoining the Petrie roundabout) and the northern end of key site B.

Built form and urban design

Development in Mill Central will:

22. address adjoining frontages⁴⁴ (where on a corner will address both frontages) and areas of open space including key civic space (key site A), regional recreation park, and sport and recreation park
23. build to or within 1 metre of the boundary adjoining the street unless setback to accommodate civic spaces or outdoor dining
24. provide building heights as follows:
 - a. key site A and B, no maximum building height
 - b. remainder of the place, no greater than 27 metres
25. include a public plaza where:
 - a. incorporating a gross leasable area greater than 3,000 metres²; or
 - b. on key site A or B; or
 - c. at strategic locations along the district centre main street and neighbourhood hub main street
26. as part of the key civic space in key site A:
 - a. deliver an activated urban centre that provides equitable public access and a shared space between the university and broad community;
 - b. contribute to an integrated, high-quality open space network that caters for a variety of functions and experiences
 - c. support interim uses including cultural, entertainment and artistic performances
27. respect and not diminish or cause irreversible damage to the cultural heritage and historical values present on the Petrie Post Office and Telephone Exchange, the North Pine School of Arts and Anzac Park⁴⁵ and any adjoining key civic space
28. deliver mixed-use buildings where the ground and podium levels are occupied by retail, commercial or community uses to provide activities close to the public realm

⁴⁴ For example, addressing a frontage may be achieved through a combination of variety in built form, design and architecture features, recesses and projections, podiums, civic spaces and courts, doors, windows/openings, glazing and separate or additional pedestrian access points.

⁴⁵ For guidance, refer to MBRC Planning Scheme overlay map heritage and landscape character and planning scheme policy - heritage and landscape character for heritage locations. Development should also demonstrate consideration of the requirements, standards and guidance identified in the *Developing heritage places: Using the development criteria* document, prepared by the Department of Environment and Heritage and MBRC Planning Scheme planning scheme policy - heritage and landscape character.

29. as part of the neighbourhood hub main street or the district centre main street:

- a. create a single continuous built form, that includes architectural elements such as awnings, ground level materials and signage that create a single vernacular for the main street, whilst enabling a high quality, weather tolerant, pedestrian responsive environment
- b. locate residential uses above podium level along the main street to create a critical mass of local residents
- c. support temporary container shop fronts that create early activation and destination qualities, allowing for uses to move and relocate as the main street develops

30. where a neighbourhood hub main street, is designed as a local street, be able to be closed to through traffic for special events and transform to a more active and flexible space

31. where forming part of key site A and B:

- a. contribute to the visual interest and character of the place taking on elements of the locational character
- b. contribute to the character and richness of the centre through the inclusion of landmark elements and public art
- c. create interesting spaces or corners through the use of feature corners directly addressing the junction
- d. create a sense of arrival into the university campus and the Mill Central, reflected through high quality architectural response and high visibility to Gympie Road

32. integrate and maximise opportunities to address drainage paths, including easements that are designed to be attractive.



Indicative view of neighbourhood hub main street utilising the street for a night market / eat street event

Levels of assessment - Mill Central

Table 1 - Levels of assessment - Mill Central

Column 1 PDA exempt development*	Column 2 PDA self-assessable development	Column 3 PDA assessable development	
		Column 3A permissible development	Column 3B prohibited development
1. Development specified in schedule 1 or 2. Material change of use for any of the following uses where located in an existing building in: <ol style="list-style-type: none"> the district centre on Framework Plan 1-Mill Central; or a neighbourhood hub; or an established mixed-use development; and <ol style="list-style-type: none"> resulting in an increase of GFA or roofed area of not more than 80m²: <ul style="list-style-type: none"> bar - where not adjoining a sensitive land use child care centre club community care centre community use educational establishment emergency services food and drink outlet function facility garden centre hardware and trade supplies health care services home based business indoor sport and recreation low impact industry market office outdoor sales sales office service industry shop shopping centre showroom veterinary services. 	1. Dwelling house where in the residential focus area where compliant with the requirements for accepted development in the dwelling house code in the MBRC Planning Scheme and, if in the flood planning area, results in a habitable floor level that achieves the flood planning level**. 2. Home based business where in an existing premises and compliant with the requirements for accepted development in the general residential zone code, urban neighbourhood precinct in the MBRC Planning Scheme. ** Refer to council's flood check development report to determine if a property is in the flood planning area and for the most up to date applicable flood planning level.	All development other than development mentioned in columns 1, 2 and 3B.	Material change of use for a: <ul style="list-style-type: none"> brothel detention facility extractive industry high impact industry intensive animal industry medium impact industry special industry rural industry service station.

*Where development does not meet the exempt criteria stated in Column 1 it becomes PDA assessable development.



THE HEART OF THE MILL

WHERE PEOPLE WILL MEET, CREATE, CONNECT AND ENJOY

Indicative view of the university campus, including pedestrian spine from Petrie Station to the regional recreation park and sport and recreation park



**A STRONG
AND DIVERSE
ECONOMY
SUCCESSFULLY
LINKING
THE HIGHER
EDUCATION
LEARNING WITH
INCUBATOR
BUSINESS
GROWTH**

Indicative view along neighbourhood hub main street towards Petrie Station and university campus



**SUBTROPICAL
LIVING**
**CREATING URBAN
LIVING AREAS
THAT EMBRACE
THE INDOOR
/ OUTDOOR
QUALITIES OF OUR
ENVIRONMENT**

Indicative view of district centre main street towards Petrie Station

2.6.2 PLACE 2 - MILL INNOVATION

Place intent

Mill Innovation is an area of opportunity that will be characterised by a key attractor(s) for the region that will stimulate regional economic growth and generate high employment for the region. Uses that have a direct nexus with the full service university campus to the south will be encouraged. Key attractor(s) will be supported by complimentary residential and non-residential activities. Development is generally in accordance with the Framework Plan 2 - Mill Innovation.



DEVELOPMENT CRITERIA - MILL INNOVATION

Land use activities⁴⁶

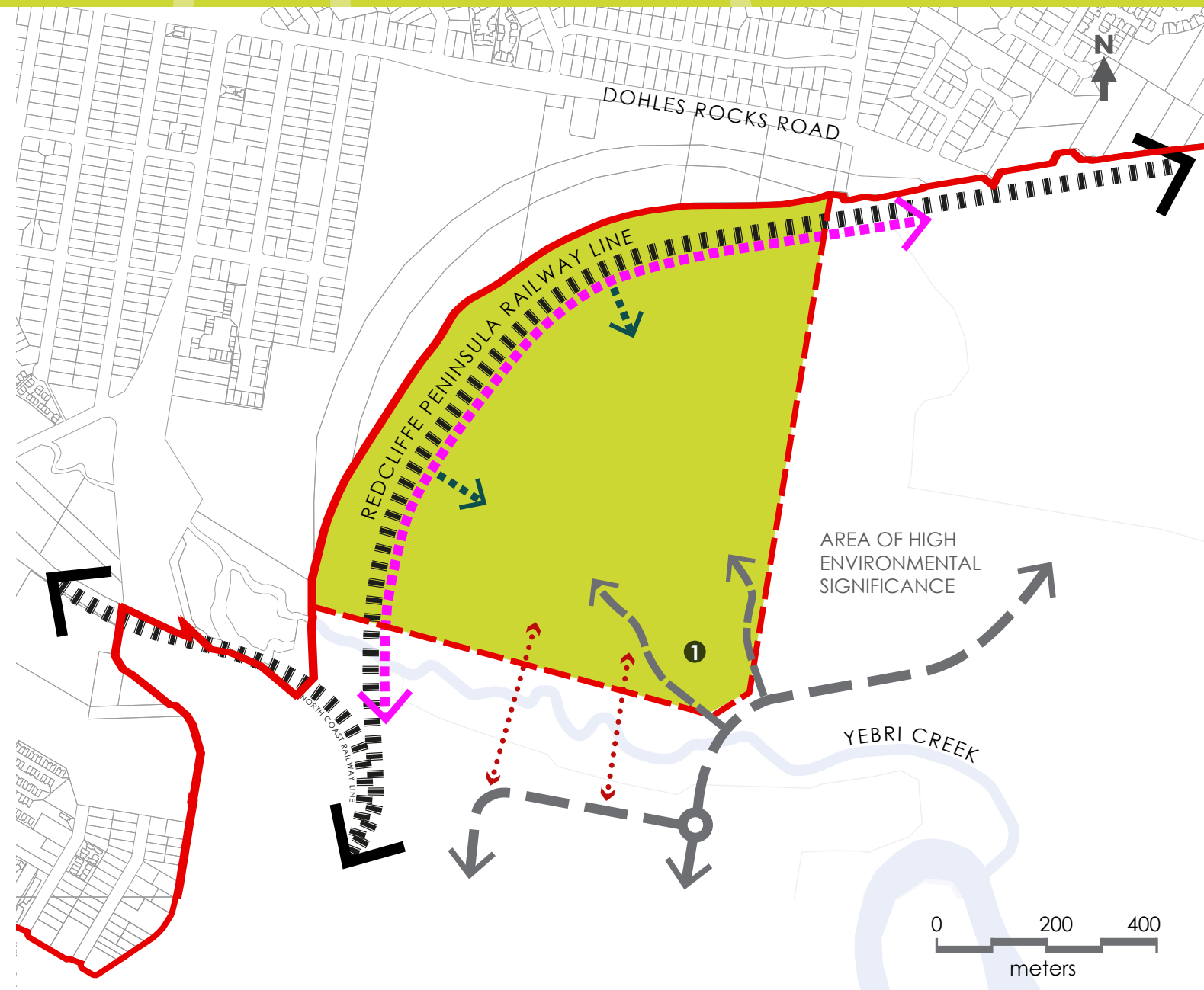
Development in Mill Innovation will:

1. provide primary preferred land use(s) to anchor the place that:
 - a. complement the function of the full service university campus to the south; or
 - b. involves a key attractor(s) that will stimulate regional economic growth; or
 - c. involves a high employment generating use (e.g. business innovation); or
 - d. maximises the strategic location, proximity to the rail corridor and extensive open space areas
2. deliver residential development in the form of medium to high density housing that capitalises on and complements the primary preferred land use(s)
3. provide a local recreation park and open space areas that create active and passive recreation opportunities and demonstrate a relationship with, and where possible a connection to, areas of high environmental significance including the adjoining Mill Green
4. provide secondary preferred land uses that:
 - a. complement the primary preferred land use(s) including consideration of the need for community and recreation uses to promote social benefit and community interaction
 - b. do not compromise or adversely impact (through fragmentation or otherwise) the establishment of a future primary preferred land use(s)
5. provide interim uses that promote activity and deliver amenity including markets, pop up retail and commercial stores, food vans and stalls, and special events including cultural, entertainment and artistic performances to encourage start-up business and increase visitors to the place
6. provide a limited amount of retail development, comprising small tenancies that are dispersed within the place to service the immediate convenience needs of workers, residents and visitors.

Movement and connectivity

Development in Mill Innovation will:

7. establish connections from the Petrie to Kippa-Ring shared pathway
8. establish and maintain physical and visual primary pedestrian connections between Mill Central and Mill Innovation, across Yebri Creek
9. deliver two proposed road connections to provide access from the proposed road in Mill Green (ultimately connecting Gympie Road (north of the Pine River) to Dohles Rocks Road at Kallangur).



FRAMEWORK PLAN 2 - Mill Innovation

KEY ITEM

- PDA boundary
- - - Place boundary
- Development area
- Lakes, river and creek
- 1 Local recreation park
- Proposed road connections (indicative)
- Petrie to Kippa-Ring shared pathway
- - - Connections to Petrie to Kippa-Ring shared pathway (indicative)
- ... Primary pedestrian connections (indicative)
- Railway line

⁴⁶ For guidance on defined land uses that are preferred (primary and secondary) in Mill Innovation refer to schedule 3.

Levels of assessment - Mill Innovation

Table 2 - Levels of assessment - Mill Innovation

Column 1 PDA exempt development	Column 2 PDA self-assessable development	Column 3 PDA assessable development	
		Column 3A permissible development	Column 3B prohibited development
Development specified in schedule 1.	Nil.	All development other than development mentioned in columns 1, 2 and 3B.	Material change of use for a: <ul style="list-style-type: none">▪ brothel▪ detention facility▪ extractive industry▪ high impact industry▪ intensive animal industry▪ medium impact industry▪ rural industry▪ special industry▪ service station.



**ENDLESS
OPPORTUNITIES**
**CREATING PLACES
FOR INNOVATION
AND INVESTMENT
INTO THE FUTURE**

Indicative view of commercial and incubator opportunities within an activated streetscape

2.6.3 PLACE 3 - MILL URBAN

Place intent

Mill Urban establishes a new community comprising a mix of residential development and live work opportunities focused around high quality garden landscapes and streetscapes. Development will be generally in accordance with Framework Plan 3 - Mill Urban.



DEVELOPMENT CRITERIA - MILL URBAN

Land use activities⁴⁷

Development in Mill Urban will:

1. where in the next generation neighbourhood area, provide a range of housing types including detached houses, terrace housing, multi-level apartment buildings and retirement living
2. where in the urban neighbourhood area, provide a mix of medium and high density residential uses (including student accommodation and retirement living) achieving a minimum site density of 75 dwellings per hectare in the form of standalone or mixed-use buildings
3. provide recreational opportunities and open spaces that do not adversely affect the environmental qualities of the areas of high environmental significance within the adjoining Mill Green
4. facilitate the continued operation of the existing community centre (Pine Rivers Neighbourhood Centre) on Lot 1 on RP98281.

Movement and connectivity

Development in Mill Urban will:

5. deliver proposed road connections from Gympie Road and Lawnton Pocket Road to provide local access and support safe, orderly and adequately serviced development
6. ensure that the safe and efficient operation of vehicles transporting extractive resources is not adversely affected along the identified Pine Rivers North Key Resource Area transport route⁴⁸.

⁴⁷ For guidance on defined land uses that are preferred (primary and secondary) in Mill Urban refer to schedule 3.

⁴⁸ Refer to the State Planning Policy – state interest guideline – Mining and extractive resources and SPP mapping for further information on the Pine Rivers North Key Resource Area and associated transport route.

Built form and urban design

Development in Mill Urban will:

7. have building heights generally no greater than 12 metres, when in the next generation neighbourhood area
8. have building heights generally no greater than 27 metres and not result in an underdevelopment of the area, when in the urban neighbourhood area
9. provide adequate separation, buffering and mitigation measures to ensure the number of residents adversely affected by noise, dust and vibration generated by the haulage of extractive materials along the identified Pine Rivers North Key Resource Area transport route does not increase.

Infrastructure and site constraints

Development in Mill Urban will:

10. provide adequate separation and buffering where in proximity to the Lawnton sewerage pump station⁴⁹.

⁴⁹ Refer to MBRC Planning Scheme overlay map infrastructure buffers for location of pump station buffers



FRAMEWORK PLAN 3 - Mill Urban

KEY ITEM

- PDA boundary
- - - Place boundary
- Next generation neighbourhood
- ▨ Urban neighbourhood
- 🚂 Railway station
- ← Existing road
- Proposed road connections (indicative)
- 🚂 Railway line
- 🌊 Lakes, river and creek
- Community centre

Levels of assessment - Mill Urban
Table 3 - Levels of assessment - Mill Urban

Column 1 PDA exempt development	Column 2 PDA self-assessable development	Column 3 PDA assessable development	
		Column 3A permissible development	Column 3B prohibited development
All development specified in schedule 1.	<div>1. Dwelling house where compliant with the requirements for accepted development in the dwelling house code in the MBRC Planning Scheme and, if in the flood planning area, results in a habitable floor level that achieves the flood planning level*.</div> <div>2. Home based business where in an existing premises and compliant with the requirements for accepted development in the general residential zone code, next generation neighbourhood precinct (where in the next generation neighbourhood area) or urban neighbourhood precinct (where in the urban neighbourhood area) in the MBRC Planning Scheme.</div> <div>* Refer to council's flood check development report to determine if a property is in the flood planning area and for the most up to date applicable flood planning level.</div>	All development other than development mentioned in columns 1, 2 and 3B.	<div>Material change of use a:</div> <div><div>▪ brothel</div><div>▪ detention facility</div><div>▪ extractive industry</div><div>▪ high impact industry</div><div>▪ intensive animal industry</div><div>▪ medium impact industry</div><div>▪ special industry</div><div>▪ rural industry</div><div>▪ service station.</div></div>



CONVENIENT URBAN LIVING

**WALKING
DISTANCE TO KEY
INFRASTRUCTURE,
EDUCATION,
RETAIL AND OVER
230HA OF PARK
LANDS**

Indicative view of the separation of built form provides the opportunity to create privacy, spaces and recreation areas

2.6.4 PLACE 4 - MILL TRANSIT

Place intent

Mill Transit will create a new transit oriented residential community and a neighbourhood hub which supports convenience retail and commercial uses focused around Kallangur Station. It will provide for medium to high density urban residential development north of Dohles Rocks Road and the continuation of existing light and general industrial activities south of Dohles Rocks Road. Development will be generally in accordance with Framework Plan 4 - Mill Transit.



DEVELOPMENT CRITERIA - MILL TRANSIT

Land use activities⁵⁰

Development in Mill Transit will:

- provide for a transit oriented residential community and neighbourhood hub north of Dohles Rocks Road comprising:
 - housing in medium to high rise residential buildings
 - convenience retail, personal services, speciality retail and supporting uses including shops and places to eat and drink focussed on the neighbourhood hub main street
 - minor employment-generating uses such as small-scale offices
 - public spaces and community uses
 - innovative live and work environments
- ensure the nature and scale of retail activities in the neighbourhood hub are consistent with the role and function of a neighbourhood hub⁵¹ by providing for the convenience needs of the immediate residential catchment and do not constitute the role, scale or function of a local centre⁵²
- acknowledge ongoing operational requirements, including amenity impacts, of existing industrial and commercial uses on the southern side of Dohles Rocks Road
- ensure that intensification of existing and new industrial development south of Dohles Rocks Road is not incompatible with residential development north of Dohles Rocks Road
- ensure interface areas between industrial development and sensitive land uses are appropriately managed.

⁵⁰ For guidance on defined land uses that are preferred (primary and secondary) in Mill Transit refer to schedule 3.

⁵¹ For example, limited-line supermarkets, fine grain retail tenancies and specialty stores.

⁵² For the role, scale and function of a local centre in the Moreton Bay centres network, refer to MBRC Planning Scheme centre zone code.

Movement and connectivity

Development in Mill Transit will:

- deliver a proposed road connection to facilitate future connection with the university and Mill Central, providing local access and supporting orderly and adequately serviced development
- ensure the effective and viable design and delivery of the key intersection at Dohles Rocks Road is not compromised.

Built form and urban design

Development in Mill Transit will:

- where north of Dohles Rocks Road, provide a range of residential buildings achieving a minimum site density of 75 dwellings per hectare with a height generally no greater than 21 metres to maximise the proximity to, and amenity of the Kallangur Station
- provide for active frontages along the northern end of Gallipoli Way on the neighbourhood hub main street
- deliver a public plaza to provide amenity for residents, visitors and commuters that connects the Kallangur Station and the retail development along Gallipoli Way.

Infrastructure and site constraints

Development in Mill Transit will:

- provide adequate separation and buffering when in proximity to the Murrumba Downs wastewater treatment site⁵³.

⁵³ Refer to MBRC Planning Scheme overlay map infrastructure buffers for location of wastewater treatment site and wastewater treatment site buffer.



FRAMEWORK PLAN 4 - Mill Transit

KEY ITEM

- PDA boundary
- - - Place boundary
- Road reserve and railway land
- Development area
- Railway station
- Railway line
- - - Petrie to Kippa-Ring shared pathway
- - - Proposed road connections (indicative)
- Existing road
- Key intersections (indicative)
- Neighbourhood hub main street

Levels of assessment - Mill Transit

Table 4- Levels of assessment - Mill Transit

Column 1 PDA exempt development	Column 2 PDA self-assessable development	Column 3 PDA assessable development	
		Column 3A permissible development	Column 3B prohibited development
All development specified in schedule 1.	Home based business where in an existing premises and compliant with the requirements for accepted development in the general residential zone code, urban neighbourhood precinct in the MBRC Planning Scheme.	All development other than development mentioned in columns 1, 2 and 3B.	Material change of use for a: <ul style="list-style-type: none">▪ brothel▪ detention facility▪ extractive industry▪ high impact industry▪ intensive animal industry▪ medium impact industry▪ special industry▪ rural industry▪ service station.



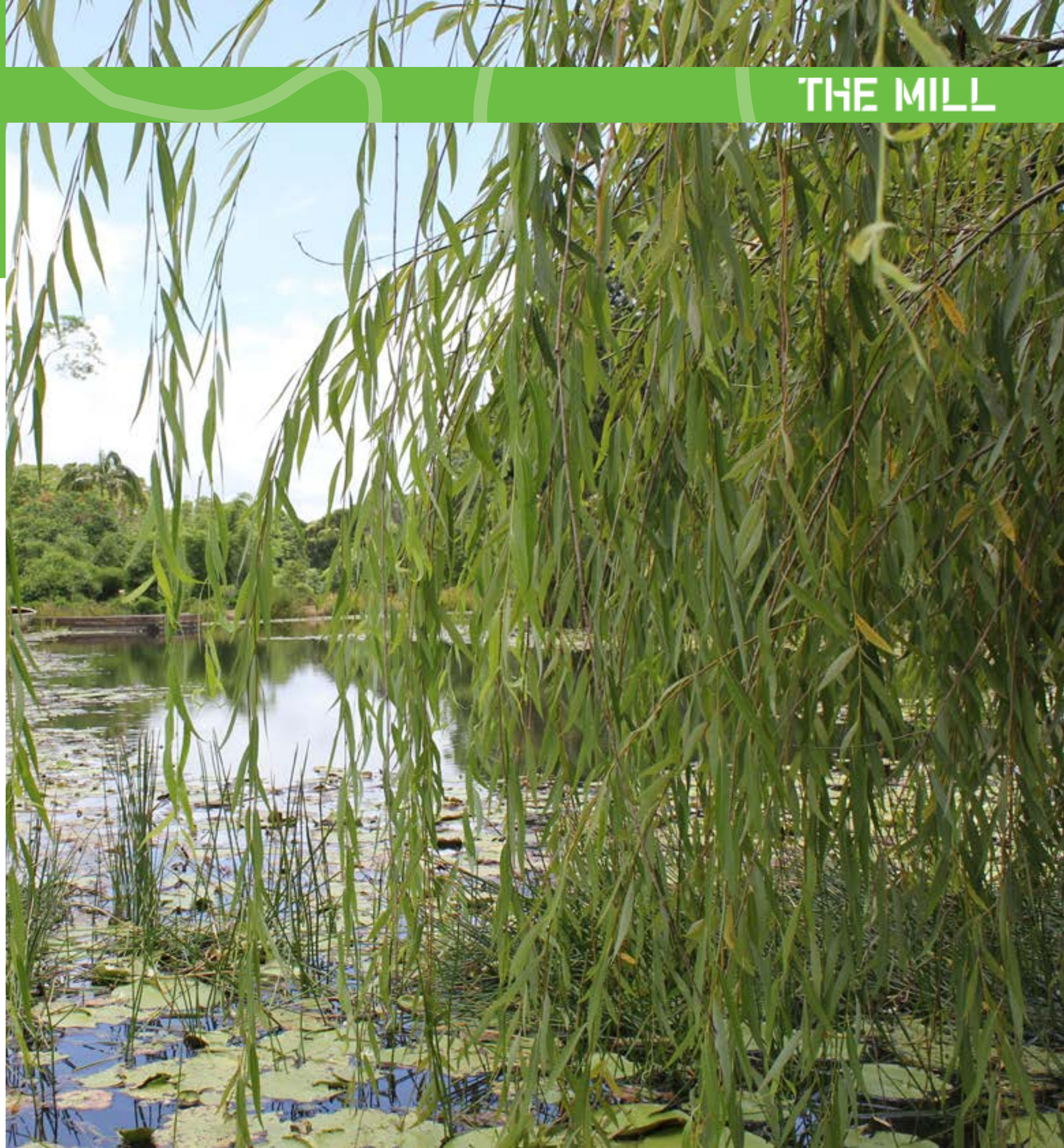
**CAPITALISING ON
EXISTING PUBLIC
TRANSPORT
INFRASTRUCTURE
CREATING URBAN
OUTCOMES
WITH HIGH
QUALITY PUBLIC
SPACES AROUND
KEY PUBLIC
TRANSPORT
NODES**

Indicative view of Kallangur Station defined by public plaza, and mixed use development with activation at ground level

2.6.5 PLACE 5 - MILL GREEN

Place intent

Mill Green will create an ecologically viable conservation area through the protection, restoration and management of areas of significant biodiversity and ecological integrity and demonstrate how brownfield rehabilitation can occur to support the ongoing viability of koalas. This will include the enhancement of koala habitat and wildlife corridors throughout the PDA and to areas outside the PDA, with a focus on the North Pine River and Yebri Creek. Development will also allow for a limited range of complementary passive and active recreational opportunities as well as ancillary infrastructure and minor land use activities that are directly associated with the university and development within the PDA. Such activities must not affect the environmental significance of the local area and be demonstrated through detailed site specific design and location. Development will be generally in accordance with Framework Plan 5 - Mill Green.



DEVELOPMENT CRITERIA - MILL GREEN

Land use activities⁵⁴

Development in Mill Green will:

1. provide for the protection, conservation and enhancement of areas of high environmental significance, including fauna corridors along North Pine River and Yebri Creek
2. provide a regional recreation park where outside areas of high environmental significance
3. allow for low impact and intensity institutional and research facilities where ancillary to the university.

Movement and connectivity

Development in Mill Green will:

4. deliver a proposed road connection linking Mill Central, including the university, to Dohles Rocks Road at Kallangur with minimal environmental impact on the place
5. establish and maintain primary pedestrian connections as physical and visual links between:
 - a. Mill Central and Mill Innovation, across Yebri Creek
 - b. the northern and southern side of the North Pine River, adjoining the eastern side of Gympie Road
6. provide for safe, efficient and appropriately located fauna movement infrastructure, including a koala connection that goes over or under the proposed road connection linking Mill Central and the university to Dohles Rocks Road at Kallangur

⁵⁴ For guidance on defined land uses that are preferred (primary and secondary) in Mill Green, refer to schedule 3.

7. create a high quality pathway network that links attractors and facilities throughout the place with other main pathways internal and external to the PDA.

Built form and recreational opportunities

Development in Mill Green will:

8. provide opportunities for passive and active recreational uses with associated ancillary facilities and amenities in the regional recreation park
9. integrate and positively respond to the landscape and surrounding natural features including the lakes
10. maintain the cultural heritage values associated with the Wyllie Park and enhance the historic sense of place created by this site.

Infrastructure and capacity

Development in Mill Green will:

11. provide for vital infrastructure to support surrounding development within the PDA, such as stormwater management, telecommunications, and utility installations.



FRAMEWORK PLAN 5 - Mill Green

KEY ITEM

- PDA boundary
- Place boundary
- Railway station
- Railway line
- Proposed road connections (indicative)
- Existing road

- Primary pedestrian connections (indicative)
- Area of high environmental significance
- Regional recreation park
- Lakes, river and creek
- Key intersections (indicative)
- Heritage - Wyllie Park
- Koala connection (indicative)

Levels of assessment - Mill Green
Table 5 - Levels of assessment - Mill Green

Column 1 PDA exempt development	Column 2 PDA self-assessable development	Column 3 PDA assessable development	
		Column 3A permissible development	Column 3B prohibited development
Development specified in schedule 1.	Nil.	<div>1. Material change of use for:<ul style="list-style-type: none">▪ caretakers accommodation▪ educational establishment (ancillary research activities only) where outside areas of high environmental significance▪ environment facility where outside areas of high environmental significance▪ major electricity infrastructure (>66kV)▪ park where outside areas of high environmental significance▪ permanent plantation▪ outdoor sport and recreation where outside areas of high environmental significance▪ renewable energy facility▪ substation▪ telecommunications facility▪ utility installation.</div> <div>2. Building work, unless identified as PDA exempt development in schedule 1.</div> <div>3. Reconfiguring a Lot, unless identified as PDA exempt development in schedule 1.</div> <div>4. Operational work, unless identified as PDA exempt development in schedule 1.</div>	All development other than development mentioned in columns 1, 2 and 3A.



**TO CREATE
A SENSE OF
IDENTITY
OPEN SPACE
OPPORTUNITIES**

Indicative view of lakes and North Pine River



CREATING URBAN LANDSCAPE

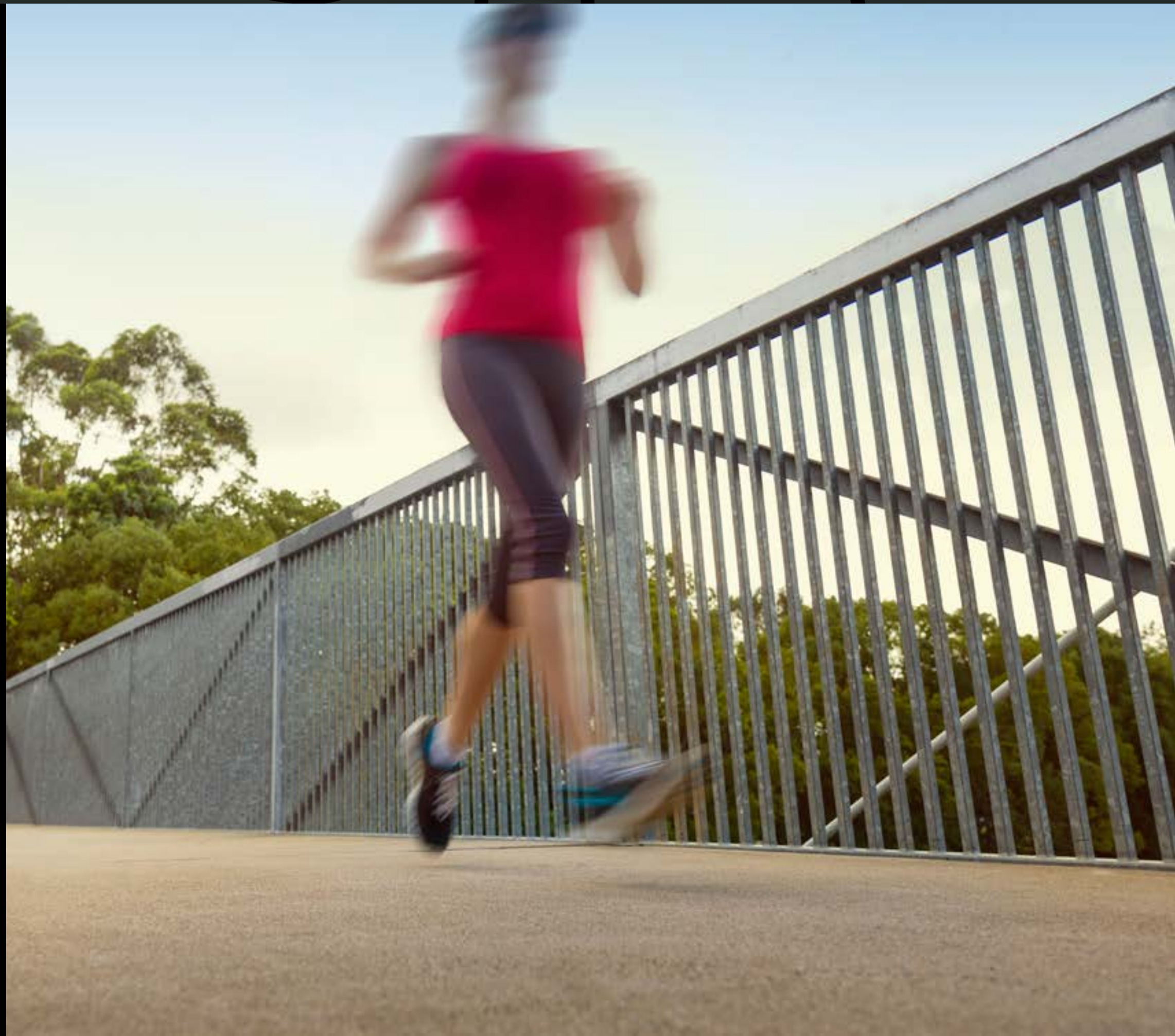
CREATING LIVEABLE COMMUNITIES WITH ACCESS TO SIGNIFICANT PARK LANDS AND GREEN SPACES

Indicative aerial view of regional recreation park in Mill Green

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3. INFRASTRUCTURE PLAN





3.1 PURPOSE

The purpose of this infrastructure plan is to ensure that the vision for the PDA is achieved through:

- integrating infrastructure planning with land use planning identified in this development scheme
- identifying the infrastructure requirements to be delivered by the local government, state government, water supply and sewer provider and/ or developers
- providing a basis for imposing conditions on development approvals responding to the increased demand on the relevant infrastructure networks.

3.2 INFRASTRUCTURE NETWORKS

The following infrastructure networks require additional infrastructure provision and / or upgrades to support growth in the PDA:

- transport (roads, intersections, pedestrian and cycle paths)
- parks and open space
- community facilities
- stormwater (quantity and quality)
- water supply and sewerage.

Table 6 identifies key infrastructure that will be provided to enable the vision of the PDA to be delivered. The key infrastructure is also shown on map 3 - structural elements plan or relevant place framework plan.

3.3 INFRASTRUCTURE CATEGORIES

The Infrastructure planned to be delivered within the PDA will fall into one of the following categories:

- trunk infrastructure
- non-trunk infrastructure
- other infrastructure.

3.3.1 Trunk infrastructure (MBRC and Unitywater networks)

Trunk infrastructure is the high order shared infrastructure that is planned to service wider catchments in the PDA, rather than individual development sites. Trunk infrastructure may be delivered by MBRC or Unitywater, or by developers if required by a condition of a PDA development approval.

3.3.2 Non-trunk infrastructure (MBRC and Unitywater networks)

Non-trunk infrastructure is the lower order infrastructure which generally services a single development site, is internal to a development site, or connects the development site to trunk infrastructure.

Non-trunk infrastructure will be provided by the developer, in accordance with the relevant responsible entity's requirements and as specified in a condition of a PDA development approval. Non-trunk infrastructure will not be eligible for a charges offset.

3.3.3 Other infrastructure

Other infrastructure includes infrastructure which is not part of MBRC or Unitywater's infrastructure networks. Other infrastructure may include necessary development infrastructure or provision for upgrades to the electricity, gas, telecommunications and/or state controlled road networks.

Other infrastructure may be delivered by the local or state government, other infrastructure providers or by developers who may be required to deliver or preserve the ability to provide this infrastructure by a condition of a PDA development approval.

3.4 INFRASTRUCTURE CHARGES, FUNDING AND CONDITIONS

Trunk infrastructure identified as necessary to service the PDA is included in a development charges and offset plan (DCOP). The DCOP sets out the following:

- development charges for the provision of local trunk infrastructure (MBRC and Unitywater)
- trunk infrastructure plans and schedules of works identifying trunk infrastructure for which an offset against infrastructure charges shall be available
- matters relevant to calculating an offset or refund for the provision of trunk infrastructure.

The requirement to pay development charges set out in the DCOP, or to deliver the trunk infrastructure identified in the DCOP, will be through a condition of a PDA development approval. Infrastructure may be required to be delivered in accordance with a detailed infrastructure master plan that is prepared to support a development application or required by condition.

The infrastructure identified in table 6 will be funded from a combination of development charges, other local government revenue sources. State infrastructure funding may be provided through federal government grants. State expenditure on trunk infrastructure will be subject to consideration through normal state budgetary processes and will be part of an approved state agency capital works program.

Not all the works identified in table 6 will be delivered through conditions of approval. Some infrastructure may be delivered by other entities such as local and/or state government, or other infrastructure providers.

The infrastructure elements in table 6 reflect current understanding at the time of publication. However, further detailed infrastructure investigations will occur as the development continues and the infrastructure requirements and delivery responsibilities will be reviewed and may be amended over time to reflect the outcomes of these investigations and changing circumstances.

Infrastructure required within any application area will be required to be delivered at the time of development occurring in that area unless otherwise agreed through conditions of a PDA development approval.

3.5 INFRASTRUCTURE STANDARDS

Infrastructure will be delivered in accordance with the standards of the applicable local/state government, or relevant infrastructure providers at the time a PDA development application and/or infrastructure master plan is approved⁵².

⁵² Further details of the relevant infrastructure standards and desired standards of service are provided in The Mill PDA Infrastructure Plan Background Report, available online at www.moretonbay.qld.gov.au.

Table 6 – Infrastructure plan

Infrastructure Category	Item	Details
Transport	Roads and intersections	As required to service the PDA, including: <ul style="list-style-type: none"> ▪ upgrade to Petrie roundabout* ▪ new intersection between Dohles Rocks Road and the proposed road connection servicing Mill Central and/or upgrade of Russell Street intersection with Dohles Rocks Road* ▪ upgrade to intersection of Gympie Road and Paper Avenue* ▪ construction of Lawnton Pocket Road (part)*
	Road bridges	<ul style="list-style-type: none"> ▪ road bridges across Yebri Creek*
	Active transport	<ul style="list-style-type: none"> ▪ public transport infrastructure such as bus stops ▪ primary pedestrian connection from Petrie Station to key site A in Mill Central* ▪ primary pedestrian connection along Gympie Road from Paper Avenue to Mill Urban* ▪ pedestrian and cyclist connections to Petrie Kippa Ring shared pathway*
Parks and open space	Civic spaces	<ul style="list-style-type: none"> ▪ civic space in key site A
	Parks	Parks as required to service the PDA including: <ul style="list-style-type: none"> ▪ sport and recreation park within Mill Central* ▪ local recreation park within Mill Innovation* ▪ regional recreation park in Mill Green* ▪ other local parks
	Conservation area	<ul style="list-style-type: none"> ▪ rehabilitation of the conservation area in Mill Green including walking trails and interpretative signage ▪ koala connection in Mill Green*
Community	Community facility	<ul style="list-style-type: none"> ▪ building space suitable for community uses
	Emergency services	<ul style="list-style-type: none"> ▪ building space suitable for emergency service use
Stormwater	Detention and Treatment	<ul style="list-style-type: none"> ▪ as required to manage the impacts of the PDA and the upstream catchment including the Young Street upgrades works
Water supply and sewer	Potable water	<ul style="list-style-type: none"> ▪ as required to service the PDA
	Sewer	<ul style="list-style-type: none"> ▪ as required to service the PDA
Gas	Trunk main	<ul style="list-style-type: none"> ▪ the relocation of the trunk gas main to facilitate development if required
Electricity	Electrical infrastructure	<ul style="list-style-type: none"> ▪ as required to service the PDA

*Identified on land use plan map 3 structural elements plan

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4. IMPLEMENTATION STRATEGY



The Act requires a development scheme to include an implementation strategy to achieve the main purposes of the Act for this area, to the extent that they are not achieved by the land use plan or the infrastructure plan.

The implementation strategy for the scheme fulfils this requirement by identifying a suite of actions that support the achievement of the vision for The Mill and support the delivery of economic development and development for community purposes within the PDA.

The key focus areas of this strategy are:

1. supporting the regional economy and private sector investment
2. maximising strategic advantage
3. delivering exemplar design and innovation
4. optimum development of identified key sites and main streets
5. protecting environmental values and heritage sites
6. additional strategies, investigations and works.

MBRC will actively seek to attract investment and drive economic development through various projects and actions as outlined below.

Investment facilitating the delivery of various projects and actions may be subject to coordinated decisions across private interests and various levels of government. The prioritisation and feasibility of these projects and actions will be determined on a case-by-case basis at the time they are proposed for commencement.

4.1 SUPPORTING THE REGIONAL ECONOMY AND PRIVATE SECTOR INVESTMENT

Objective

Create an 'open for business' environment that attracts development and investment in the PDA.

Actions

1. MBRC, Queensland and Commonwealth Governments and the university provider to work collaboratively to:
 - a. facilitate delivery of a new full-service university, with the foundation facility/stage 1 commencing in 2020.
 - b. attract investment and drive economic development through delivering these facilities to a high standard.
2. Incorporate The Mill PDA in the new MBRC Regional Economic Development Strategy.
3. Prepare a specific economic development strategy for the PDA, which:
 - a. includes a targeted investment and business attraction program
 - b. explores strategies to attract business and encourage high quality development.
4. Prepare a branding and marketing strategy which utilises fly-throughs, investment prospectus and commercial proposals to incentivise development both financially and operationally in the PDA.
5. Develop a governance structure to champion development in the PDA.

6. Investigate development incentive opportunities.
7. Establish mechanisms to build partnerships with business and community to:
 - a. celebrate, foster and develop existing businesses in the region while proactively targeting business and investment attraction to Moreton Bay
 - b. enable and enhance business within the community
 - c. facilitate interaction between investment groups and industry
 - d. work with local business to increase productivity.
8. Establish ongoing performance monitoring, including regular stakeholder engagement, which measures the success of development achieving the vision for the PDA.
9. Support the establishment of pop-ups and interim uses as a method to attract visitors and activity to various areas in the PDA during the initial stages of development.

4.2 MAXIMISING STRATEGIC ADVANTAGE

Objective

Maximise the strategic advantage of The Mill's location adjacent to major public transport corridors and leverage the investment in existing and future infrastructure in the location.

Actions

1. Explore opportunities to incentivise, celebrate or award developments that maximise the efficiency of land (e.g. residential densities and employment generation) adjacent to rail infrastructure and result in a wide range of residential dwelling types.
2. Investigate opportunities to release key sites currently owned by the state government in Mill Central
3. Investigate feasibility and design options for widening the existing pedestrian bridge over Petrie Station to improve connectivity between the eastern and western sides of the rail line (the new main street and Petrie district centre).
4. Investigate opportunities for public private partnerships for example to deliver a signature building suitable for civic function uses, adjacent to the eastern side of Petrie Station.

4.3 DELIVERING EXEMPLAR DESIGN AND INNOVATION

Objective

Encourage and support the delivery of developments of exemplar design and innovation.

Actions:

1. Establish an Urban Design Review Panel to undertake design reviews of development proposals and applications across the PDA to:
 - a. ensure high-quality urban design outcomes for the PDA
 - b. promote design excellence in large-scale developments and infrastructure projects
 - c. advocate exemplary design
 - d. provide early feedback and advice at the pre-application stage to expedite assessment processes and timeframes, whilst reducing regulatory burden.
2. Prepare tools to support the assessment of development proposals, such as a 3D model of the development area that proposal can be inputted to assess design and context.
3. Explore opportunities to facilitate innovative sustainable solutions in the design, construction and operation of development across the PDA to create a substantial point of difference for this site.
4. Investigate the upgrade or recommissioning of the existing recycled water treatment plant at Murrumba Downs.
5. Promote the delivery of 'infrastructure as a service' and 'smart city' concepts and incorporate cutting edge technology throughout the PDA. For example explore the following opportunities:
 - a. foundation fibre optic networks
 - b. smart consolidated control system
 - c. smart lighting
 - d. integrated Wi-Fi
 - e. connected sensors and CCTV
 - f. waste management systems integration
 - g. power systems integration
 - h. parking and transport real time tracking and assessment
 - i. citizen connection via smart phones/web

- j. digital wayfinding
- k. integrated signage/ display panels
- l. reticulated gas
- m. recycled water
- n. inclusion of smart infrastructure within the streetscape
- o. district chiller
- p. pneumatic waste
- q. co-power generation
- r. services ducting systems.

4.4 OPTIMUM DEVELOPMENT OF IDENTIFIED KEY SITES AND MAIN STREETS

Objective

Ensure development occurring on identified key sites achieves the long term vision for the place.

Actions:

1. Undertake further detailed planning for the following areas to inform development proposals and possible PoDs accompanying PDA development applications:
 - a. Mill Central - Neighbourhood hub main street
 - b. Mill Central - District centre main street
 - c. Mill Transit - Neighbourhood hub main street
 - d. Mill Innovation
 - e. Key site A
 - f. Key site B
 - g. Land adjacent to Petrie Station entry (between Saunders and Station streets, including state owned lots and a heritage site).
2. Council to work collaboratively with land owners of key sites, main streets and other strategic locations in the district centre to:
 - a. ensure integrated design outcomes are achieved
 - b. manage and minimise the risks of small scale piecemeal redevelopment compromising the place intent of Mill Central



- c. facilitate the consolidation of smaller lots for increased development potential
 - d. investigate local road closures (Whites Road and Mill Street) to facilitate optimum redesign and realise the aspirations of the centre.
3. Engage with stakeholders and landowners, including Queensland Rail, to ensure car parking is managed to meet the demands and pressures of the PDA.
 4. Engage with the Department of Transport and Main Roads (DTMR) around the upgrade of Petrie roundabout to another appropriate intersection treatment as well as detailed planning affecting DTMR owned land.

4.5 PROTECTING ENVIRONMENTAL VALUES AND HERITAGE SITES

Objective

Ensure the protection and enhancement of koala habitat, areas of ecological value and heritage sites.

Actions:

1. Continue working cooperatively and collaboratively with state agencies and the Federal Government Department of Environment to deliver the requirements of conditions associated with the controlled action under the EPBC referral.
2. Investigate the need for statutory mechanisms (for example covenants) to secure the protection in perpetuity of areas of high environmental significance.
3. Explore opportunities to improve recreational access in environmental areas (for example recreation trails) while not compromising the environmental values of the area.
4. Prepare conservation management plans, in consultation with the Department of Environment and Heritage Protection (DEHP) and the Queensland Heritage Council, for state heritage sites in the PDA to manage construction, alteration and operational impacts on heritage values and to provide guidance for their ongoing care and maintenance.
5. Collaborate with DTMR and the DEHP to define an overarching strategy that informs the future treatment of cultural heritage values in the Anzac Avenue corridor in the PDA. This may include reinstatement of appropriately planned and evenly spaced plantings in the streetscape and commemorative elements⁵³.

⁵³ For information about the Anzac Memorial Avenue, refer to entry for the place in the Queensland Heritage Register, which can be viewed at <https://environment.ehp.qld.gov.au/heritage-register/> by searching with the place ID number 602693. For advice on making appropriate responses to the cultural heritage significance of the place refer to the 'Anzac Memorial Avenue (former): Conservation Management Plan', commissioned by the Department of Transport and Main Roads.

6. provide for the recognition and appropriate interpretation of important historical places, people and groups relevant to the area's historical and cultural background.

4.6 ADDITIONAL STRATEGIES, INVESTIGATIONS AND WORKS

Actions:

1. Continue works required for the decontamination and remediation of the site.
2. Develop additional guidance material as needed to assist in communicating the criteria within the development scheme (for example street profiles and cross sections).
3. Work with Energex and development proponents around the design and location of the Energex substation in Mill Central, ensuring it is suitably relocated or re-established in a future building.
4. Continue working collaboratively with DTMR on broader regional transport modelling and traffic planning studies as they affect existing and future proposals for the PDA.



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5. SCHEDULES



SCHEDULE 1: PDA-WIDE EXEMPT DEVELOPMENT

Building work
Where not on a heritage site.
Where not associated with a material change of use, the building work: <ul style="list-style-type: none">a. is not associated with a secondary dwelling; andb. results in an increase of gross floor area or roofed area of not more than:<ul style="list-style-type: none">i. 50m² for a residential use; orii. 80m² for a commercial or retail usec. results in no net reduction in the minimum quantity and standard of landscaping, private or communal open space or car parking spaces required under the MBRC Planning Scheme in the zone or precinct code equivalent to the type or location of development proposed, or under an existing development permit for the use; andd. complies with setback, site cover and roofed area requirements in accordance with the MBRC Planning Scheme in the zone or precinct code equivalent to the type or location of development proposed⁵⁵.
Carrying out building work associated with the decontamination of land where for a temporary site office.
Building work identified as exempt in the <i>Building Act 1975</i> .
Restoration or reconstruction of any building or structure that has been accidentally damaged or destroyed to restore its original approved condition.
Reconfiguring a lot
Subdivision involving road widening and truncations required as a condition of a PDA development approval.
Access easements required as a condition of a PDA development approval.
Material change of use
Home based business if involving home based child care as a stand-alone service under the <i>Education and Child Care Services Act 2013</i> .
Park if undertaken on land that is either owned by MBRC or is otherwise administered by MBRC as a trustee under the <i>Land Act 1994</i> .
Environment facility if not involving building work.
Electricity infrastructure (including major electricity infrastructure and substation) where not identified in the <i>Planning Regulation 2017</i> , schedule 7, section 24, item 3 if: <ul style="list-style-type: none">a. involving minor electricity infrastructure; Or where not a. above: <ul style="list-style-type: none">b. not projecting above natural ground level; orc. involving the reconstruction or alteration of an existing building where the design and external appearance is not materially altered; ord. not involving the erection of a new building.

55 Includes any previous increases in gross floor area and roofed area undertaken as accepted development under the MBRC Planning Scheme or this development scheme.

Telecommunication facility if: <ul style="list-style-type: none">a. not a facility operated by or on behalf of a carrier under the <i>Telecommunications Act 1997</i>; andb. not involving more than one signal receiving satellite dish; andc. involving a dish with a dimension not greater than 1.2 metres where located less than 15 metres from finished ground level or 1.8 metres otherwise⁵⁶.
Utility installation if: <ul style="list-style-type: none">a. not projecting above natural ground level; orb. carried out by MBRC or a public sector entity for the reticulation or conveyance of water, sewage, stormwater and recycled water, including ancillary maintenance and storage depots and other facilities for the operation of the use (excluding the storage or treatment of water and sewage); orc. road and rail purposes carried out by or on behalf of MBRC or public sector entity including:<ul style="list-style-type: none">i. activities undertaken for road construction, upgrades and maintenanceii. traffic signals and controlsiii. depotsiv. road access worksv. road constructionvi. site buildingsvii. drainage worksviii. rest area facilities and landscapingix. parking areasx. public transport infrastructurexi. train stationsxii. control buildings and structuresxiii. toll plazasd. activities and associated facilities that support the effective management of a state forest, national park or conservation park; ore. ancillary telecommunication infrastructure not protruding more than 5 metres above the height of the existing structure and not involving a facility of a carrier under the <i>Telecommunications Act 1997</i>; orf. a waste transfer station carried out by or on behalf of MBRC; org. not involving a waste handling, treatment and disposal facility, other than a waste transfer station carried out by or on behalf of MBRC; orh. involving the reconstruction or alteration of an existing building where the design and external appearance is not materially altered.

56 The Commonwealth *Telecommunications Act 1997* also exempts certain telecommunications facilities from State planning legislation. These facilities are described in the Commonwealth *Telecommunications Act 1997*, the *Telecommunications (Low-Impact Facilities) Determination 1997*, and the *Telecommunications Code of Practice 1997*.

Operational work
Filling or excavation where: <div><div>a. not exceeding an aggregate volume of 50 metres³; or</div><div>b. top dressing to a depth of less than 100 vertical millimetres from ground level.</div></div>
Carrying out operational work associated with the decontamination of land.
Carrying out operational work that is clearing of vegetation, other than significant vegetation, unless the clearing of significant vegetation: <div><div>a. carried out by or on behalf of MBRC or a public sector entity, where the works being undertaken are authorised under a state law; or</div><div>b. carried out in accordance with conditions of a PDA development approval for a material change of use or reconfiguring a lot; or</div><div>c. carried out in accordance with an approval issued by the Commonwealth Government under the EPBC Act; or</div><div>d. carried out in the particular manner accepted by the Commonwealth Government under the EPBC Act.</div></div>
Plumbing or drainage work
Carrying out plumbing or drainage work.
All aspects of development
Development consistent with an approved Plan of Development.
Development prescribed in schedule 6 of the <i>Planning Regulation 2017</i> , other than part 5, section 28.
Development for which an exemption certificate has been issued under the <i>Queensland Heritage Act 1992</i> .

SCHEDULE 2: DEFINITIONS

Unless defined below, or in the *Economic Development Act 2012*, the MBRC Planning Scheme definitions apply to all development.

Term	Definition
Bushland habitat area	Refer to <i>Planning Regulation 2017</i> .
Contaminated land register	As defined in the <i>Environmental Protection Act 1994</i>
Controlled action	Refer to the <i>Environmental Protection and Biodiversity Conservation Act 1999</i> .
Environmental Management Register	As defined in the <i>Environmental Protection Act 1994</i> .
Fisheries resources	As defined in the <i>Fisheries Act 1994</i> .
High value rehabilitation habitat area	Refer to <i>Planning Regulation 2017</i> .
Koala movement infrastructure	Refer to <i>Planning Regulation 2017</i> .
Matters of state Environmental Significance	Refer to the State Planning Policy and associated mapping.
Matter of National Environmental Significance	Refer to the <i>Environmental Protection and Biodiversity Conservation Act 1999</i> .
Medium value rehabilitation habitat area	Refer to <i>Planning Regulation 2017</i> .
MBRC Planning Scheme	Means the Moreton Bay Regional Council Planning Scheme 2016, as amended and replaced from time to time.
Non-juvenile koala habitat tree	Refer to <i>Planning Regulation 2017</i> .
Particular manner	Refer to the <i>Environmental Protection and Biodiversity Conservation Act 1999</i> .
Plan of Development	See section 2.2.9.
Safe koala movement measure	Refer to <i>Planning Regulation 2017</i> .
Significant residual impact	Refer to the <i>Environmental Offsets Act 2014</i> .
Significant vegetation	<div>Means all vegetation, except those listed as pest vegetation by state or local government, that is significant in its:<div><div>a. ecological value at local, state or national levels including remnant vegetation, non-juvenile koala habitat trees in bushland habitat and marine plants; or</div><div>b. contribution to the preservation of natural landforms; or</div><div>c. contribution to the character of the landscape; or</div><div>d. cultural or historical value; or</div><div>e. amenity value to the general public</div></div><div>Note: vegetation may be living or dead and the term includes their root stock.</div></div>
Transport noise corridor	Refer to the <i>Building Act 1975</i> , chapter 8B.

SCHEDULE 3: PREFERRED LAND USES

Primary and secondary preferred land uses to achieve the intent of each place are identified below. Primary preferred land uses are considered to be the predominant land uses to achieve the place intent and should be reflected by the amount of land and gross floor area that land use consumes in that place. Secondary preferred land uses are considered to be complementary to primary preferred land uses but are also consistent with the place intent. All other land uses not prescribed as a primary or secondary preferred land use will be considered where the development is consistent with the land use plan (refer 2.2.7).

Place	Primary land uses	Secondary land uses
Mill Central	<div><div>▪ Community use</div><div>▪ Educational establishment</div><div>▪ Food and drink outlet</div><div>▪ Function facility</div><div>▪ Health care services</div><div>▪ Home based business</div><div>▪ Hospital</div><div>▪ Major sport, recreation and entertainment facility</div><div>▪ Multiple dwelling</div><div>▪ Office</div><div>▪ Outdoor sport and recreation</div><div>▪ Park</div><div>▪ Research and technology industry</div><div>▪ Shop.</div></div>	<div><div>▪ Bar</div><div>▪ Caretaker’s accommodation</div><div>▪ Child care centre</div><div>▪ Club</div><div>▪ Community care centre</div><div>▪ Community residence</div><div>▪ Dwelling unit</div><div>▪ Emergency services</div><div>▪ Hotel</div><div>▪ Indoor sport and recreation</div><div>▪ Market</div><div>▪ Nightclub entertainment facility</div><div>▪ Retirement facility</div><div>▪ Rooming accommodation</div><div>▪ Sales office</div><div>▪ Service industry</div><div>▪ Shopping centre</div><div>▪ Short-term accommodation</div><div>▪ Substation</div><div>▪ Theatre</div><div>▪ Veterinary services</div><div>▪ Telecommunications facility</div><div>▪ Tourist attraction</div><div>▪ Utility installation.</div></div>

Place	Primary land uses	Secondary land uses
Mill Innovation	<div><div>▪ Office</div><div>▪ Research and technology industry.</div></div>	<div><div>▪ Caretaker’s accommodation</div><div>▪ Child care centre</div><div>▪ Community care centre</div><div>▪ Community residence</div><div>▪ Community use</div><div>▪ Dwelling unit</div><div>▪ Educational establishment</div><div>▪ Emergency services</div><div>▪ Food and drink outlet</div><div>▪ Function facility</div><div>▪ Health care services</div><div>▪ Home based business</div><div>▪ Hospital</div><div>▪ Major sport, recreation and entertainment facility</div><div>▪ Indoor sport and recreation</div><div>▪ Market</div><div>▪ Multiple dwelling</div><div>▪ Outdoor sport and recreation</div><div>▪ Park</div><div>▪ Retirement facility</div><div>▪ Rooming accommodation</div><div>▪ Sales office</div><div>▪ Service industry</div><div>▪ Shop</div><div>▪ Shopping centre</div><div>▪ Short-term accommodation</div><div>▪ Substation</div><div>▪ Theatre</div><div>▪ Veterinary services</div><div>▪ Telecommunications facility</div><div>▪ Tourist attraction</div><div>▪ Utility installation.</div></div>

Place	Primary land uses	Secondary land uses
Mill Urban	<ul style="list-style-type: none">Community care centreCommunity residenceCommunity useHome based businessMultiple dwellingParkResidential care facilityRetirement facility.	<ul style="list-style-type: none">Child care centreClubDwelling unitEducational establishmentEmergency servicesFood and drink outletHardware and trade suppliesHealth care servicesOfficePlace of worshipService industryShopShopping centreVeterinary services.
Mill Transit	<ul style="list-style-type: none">Child care centreCommunity care centreCommunity residenceCommunity useDwelling unitFood and drink outletHealth care servicesHome based businessIndoor sport and recreation (if for an exercise and fitness centre/gym)Multiple dwellingOfficeParkShopShopping centreVeterinary services.	<ul style="list-style-type: none">ClubEducational establishmentEmergency servicesHardware and trade suppliesPlace of worshipRetirement facilityService industry.

Place	Primary land uses	Secondary land uses
Mill Green	<ul style="list-style-type: none">Environment facilityParkPermanent plantation.	<ul style="list-style-type: none">Caretaker's accommodationEducation establishment, where research activities ancillary to the universityMajor electricity infrastructureOutdoor sport and recreation, where outside Areas of High Environmental valueRenewable energy facilitySubstationTelecommunications facilityUtility installation (minor installations).

THE MILL MORETON BAY

CONTACT US

Visit our website at:

www.moretonbay.qld.gov.au

Write to us at:

Moreton Bay Regional Council

PO Box 159

Caboolture

Queensland 4510

Telephone us:

(07) 3205 0555

Email us:

mbrc@moretonbay.qld.gov.au

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