Executive Summary

The Gold Coast International Marine Precinct is a development investment that is required to meet both current and anticipated demand pressures.

The project involves the significant expenditure of time, financial and human resources ensuring that the best viable outcome from an ecological, social and economic standpoint is achieved for the long term.

The focus of the new design is a world class marine industry facility.

The new design delivers a much needed marina at a strategic locational hub in one of Australia's fastest growing areas.

In terms of long term sustainable benefits the Coomera Marine Industry facility will deliver:

- Employment generation –
  - Construction Phase: 4,800 full time equivalent position years within the Gold Coast region
  - Operational Phase: 4,600 full time equivalent position years within the Gold Coast region
- A Marine Industry TAFE.
- Operating revenue of $730m per annum.
- $250m of annual export income
- 390 berth Marina and 290 berth dry stack storage.
- Increased opportunities to value add to the local Marine Industry.
- Achievement of critical mass via clustering a large number of synergistic businesses.
- Assisting in meeting current demand for marine industry facilities.
- Provision of complimentary facilities to ensure longevity of the entire Coomera Marine Facility.
- Provision of a Master Plan that provides the mechanisms to guide development so as to ensure sustainability.

The proposed Gold Coast International Marine Precinct seeks to enhance the existing Gold Coast Marine Precinct through the development of a new integrated marine industry facility. The facility has been designed in consultation with, and is proposed by, existing industry figures.

The Gold Coast International Precinct is to be developed jointly by Maritimo Pty and Property Solution Group.

PO Box 206 NOOBY BEACH QLD 4218
Phone: 07 5526 1500
Fax: 07 5526 1502
admin@planitconsulting.com.au

Maritimo Pty and Property Solution Group have each established new 100% owned companies to deliver this development. These new entities are Maritime Quays Pty and Harbour Island Pty Ltd respectively.

The facility has been designed to accommodate production facilities, suppliers and service industries to accommodate integrated growth of the marine industry with particular focus on export opportunities. The scale of the proposal enables synergies and supply chain opportunities to be maximized assisting with industry competitiveness.

The proposal is projected to significantly contribute to employment opportunities, the local economy and potential export opportunities.

Section
1
Introduction

1.1 BACKGROUND

The land is described as 2, 54 and 110 Shipper Drive, Coomera (refer Figure 1). This land contains the following allotments:

- Lot 108 WD6404 (4.047ha)
- Lot 98 SP150731 (54.6608ha)
- Lot 146 SP150731 (4.8467ha)
- Part of Shipper Drive adjacent to lot 98 on SP 150731

The development Master Plan responds to constraints that exist on the site, and surrounds, providing for an outcome which is of extremely high standard.

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

The Gold Coast Marine Precinct has developed over a 6 year period into a world class marine precinct. The critical mass achieved by both designation of the precinct and the industries which have located there has resulted in a rapidly growing industry for the Gold Coast. The precinct and marine industries, contribute significantly to both the local employment opportunities and economy.

1.2 THE PROPONENT

The Gold Coast International Precinct is the initiative of Maritimo Pty and Property Solution Group.

Maritimo Pty and Property Solution Group have each established new 100% owned companies to deliver this development. These new entities are Maritime Quays Pty and Harbour Island Pty Ltd respectively.

The proponent for the development and this submission is Harbour Island Pty Ltd.

Maritimo

Maritimo is a large cruiser boat manufacturer, which in a short period of time has become a recognised brand and significant contributor to the local marine industry. The company operates from two sites, one in the Gold Coast marine precinct and the other at Hope Island. Maritimo is owned by well known local identity, Bill Barry-Cotter.

Despite being established only four-years ago, Bill Barry-Cotter's Maritimo has achieved successes that would make any company, including those with far longer histories, green with envy. When Maritimo opened the doors (at Hope Island) in 2003, a staff of 80 was engaged in producing 12 boats annually. The previous 12 months has resulted in Maritimo sales totalling more than $130 million, a figure, which while impressive, is certain to be topped by the close of 2007.

Today, a staff of nearly 350 will see more than 100 boats leave the two plants.

The company forecasts strong growth and to meet demand, requires consolidation of its facilities, including additional site area and associated facilities. Maritimo is the owner of the site and have been extensively involved in the concept design of the Gold Coast International Marine Precinct to ensure the production facilities meet the needs of the manufacturing processes employed, and service industries and facilities integrate with the production process.

Maritimo is an award winning Queensland company that has won acclaim not just in Australia but also overseas.

Maritimo has already established a comprehensive national and international dealer network in its brief four-years. The company now boasts authorised dealers in Queensland, NSW, Western Australia, Tasmania, Victoria, Kuwait, Italy, France, Puerto Rico, New Zealand, South Africa and the United States, where its wholly-owned subsidiary, Maritimo USA, has to date appointed nine authorised dealers.

Planned expansion of the award-winning Maritimo production unit will occupy about 5 hectares of the proposed new development, the remainder comprising a range of facilities and factory units. Extensive landscaping and tropical gardens will be included in the areas surrounding the development. The marina will be a full working facility complete with travel lift, slipways, marine mechanics/engineers and shipwrights to service marina tenants and cruising vessels.

Property Solutions

The Property Solutions Group brings to the Gold Coast International Marine Precinct development a mix of industrial property development, marina ownership and design flare. The Property Solutions Group are Award winners specialising in Innovative Property Development and Property Investment, based in Brisbane.

The group now has an annual turnover averaging in excess of $125M. The Property Solutions Group is well known for its intense development activity in the Fortitude Valley and inner northside sections of Brisbane. Its projects include industrial, commercial, retail and more recently, sub regional shopping centres and marina developments.

In recent years its goal has been to dominate development of industrial estates in the Yatala Enterprise Area, halfway between Brisbane and the Gold Coast. This has been achieved through both land subdivisions, and both freehold and community title 'Design and Construct' projects within the new estates.

Currently Property Solutions and another joint venture partner own and operate two marinas, Tin Can Bay and Coffs Harbour, with a combined number of 304 berths under management. This will increase to 454 berths when the Pacific Harbour Marina is complete. Another project currently in planning is a150 proposed berth development in the Scarborough Boat Harbour.

The company's main objectives are to own and operate these marinas and to expand to 500-1000 berths in its control in the next couple of years.

All the company's marinas have managers and staff in place to run autonomously and efficiently. The managers report to the Operations Manager, who is currently studying to become a certified marina manager (CMM) through the International Marina Institute (IMI). There are only 200 CMMs world wide and they manage many of the best marinas in the world.

Maritime Quays Pty and Harbour Island Pty Ltd

Maritime Quays Pty and Harbour Island Pty Ltd are newly created entities established by Maritimo and Property Solution Group respectively. These companies have been created to enable the effective and efficient coordination and management of the development.

Harbour Island Pty Ltd is the proponent for Gold Coast International Marine Precinct.

1.3 SCOPE

In view of the size and strategic significance of the subject site, the needs of the Gold Coast region and the development proposal, and the natural attributes of parts of the site, this Initial Advice Statement seeks to address the requirements Section 27 (a) of the *State Development and Public Works Organisation Act 1971.*

This report provides relevant information on the project and will allow stakeholders to determine their specific requirements and interests.

The report will:

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

Section
2
The Proposal

2.1 LOCATION

The site is bounded to the north and west by Oakey Creek, to the east by Coomera River and to the south by Shipper Drive. Running approximately north-east to south-west through the site a proposed Department of Transport Inter-regional Transport Corridor has been planned.

The location of the site is presented in Attachment 1. The sites location, in the context of the Gold Coast Marine Precinct and the wider area is able to appreciated from Attachment 2.

2.2 REAL PROPERTY DESCRIPTION & AREA

The site consists of a number of allotments as described in terms of street address, title, and area as follows:

The land is known as 2, 54 and 110 Shipper Drive, and is described as:

- Lot 108 WD6404 (4.047ha)
- Lot 98 SP150731 (54.6608ha)
- Lot 146 SP150731 (4.8467ha)
- Part of Shipper Drive adjacent to lot 98 on SP 150731

2.3 EXISTING IMPROVEMENTS

The site is currently vacant and has historically been used for agricultural pursuits; predominately cattle grazing.

2.4 CLIMATE

Gold Coast City is Queensland's most southern city situated at 27° 57'S & 153° 25'E. The climate on the Gold Coast is subtropical.

Average summer temperatures range from 19 to 29 degrees Celsius.

Average winter temperatures range from an average of 9 to 21 degrees Celsius.

PO Box 206 NOOBY BEACH QLD 4218
Phone: 07 5526 1500
Fax: 07 5526 1502
admin@planitconsulting.com.au

2.5 TOPOGRAPHY

The topography of the site is described as relatively flat and subject to periodic inundation.

Contour information of the site and the wider precinct is presented within Attachment 3.

2.6 VEGETATION ASSESSMENT

As a result of flora surveying vegetation association/assemblage has been identified on site.

The site contains a range of terrestrial and aquatic vegetation communities including mangroves, saltmarsh, swamp sheoak, open forest and pasture.

The saltmarsh-wetland association is present towards the centre of the site and comprises species reflective of the saltmarsh community described with scattered Broad-leaved Paperbark present at the upper margins of the saltmarsh area.

The saltmarsh/swamp sheoak association occurs in scattered locations proximate to the Oakey Creek boundary and comprises species reflective of the saltmarsh community described with scattered Swamp Sheoak present at the upper margins of the saltmarsh area.

The pasture association is the most widespread community present across the site as a result of previous landuse/clearing activities and comprises a variety exotic grass species.

The mangrove association fringes Oakey Creek along the northern boundary and comprises predominantly Grey Mangrove with some scattered Red Mangrove throughout. Some isolated River Mangrove individuals are also present at the south-western extent of the site. This association is rarely greater than one (1) tree deep along the steep and erodable banks of Oakey Creek, and although exhibiting good condition tree-height rarely exceeds four (4) metres.

The saltmarsh associations are situated generally to the landward edge of the existing mangrove association extending further into the centre of the site and comprise low salt-resistant herbs predominantly including Salt Couch and Samphire and additional sedges. These associations are located on higher ground and subject only to infrequent tidal activity during the highest spring tides. There is evidence of ongoing cattle grazing within these areas.

Remnant vegetation of the site and its surrounds is presented within Attachment 4.

2.7 GEOLOGY AND SOILS

The site is relatively flat and is bounded to the east by the Coomera River and to the north and west by Oakey Creek.

The Geological Survey of Queensland, Beenleigh Sheet (1:100,000 series) describes the site as being underlain by estuarine deposits, mainly mud, silt, sand, clay, gravel with minor peat and coral debris. The underlying geology is shown as weathered rock of the Neranleigh–Fernvale Beds, greywacke, argillite, quartzite, chert, shale, sandstone and greenstone.

A preliminary geotechnical investigation of the site for the current proposal was carried out in March 2007. This involved the drilling of twelve (12) boreholes (Shaw Urquhart Pty Ltd report ref: 06299/1-C, 30 March 2007, "*Geotechnical Report on Oakey Creek Property, Shipper Drive, Coomera Marine Precinct*"). Also available were the logs of a further eighteen (18) boreholes drilled at the site in 1987.

In general, the site is underlain by an undulating and deeply-incised residual/weathered rock profile which was initially eroded by the action of fast-flowing creek channels and then progressively in-filled by alluvial soils/estuarine deposits associated with the Oakey Creek and Coomera River to form the present topography.

The western portion of the site (approximately to the west of and including the Queensland Transport access road corridor) is generally underlain by stiff to very stiff alluvial clays ranging from 4.5m in thickness to more than 12m in thickness. These are underlain by residual soil and weathered rock of the Neranleigh–Fernvale Beds. A surface layer of soft clay of 1.2m in thickness was encountered in the north-west corner of the site and is probably the result of more recent depositions associated with Oakey Creek.

The eastern portion of the site is underlain by highly variable ground conditions. In general, the depth to residual soil/weathered rock increases towards the Coomera River and the stiff to very stiff alluvial soil is overlain by significant thicknesses of more recent soft alluvial clay.

A significant feature of the eastern portion of the site is the presence of an inferred deeply incised, infilled, creek channel that possibly meanders across the site in a north south direction. This contains a variety of materials including soft peaty clay, peat, wood, organic material and very soft to soft clay.

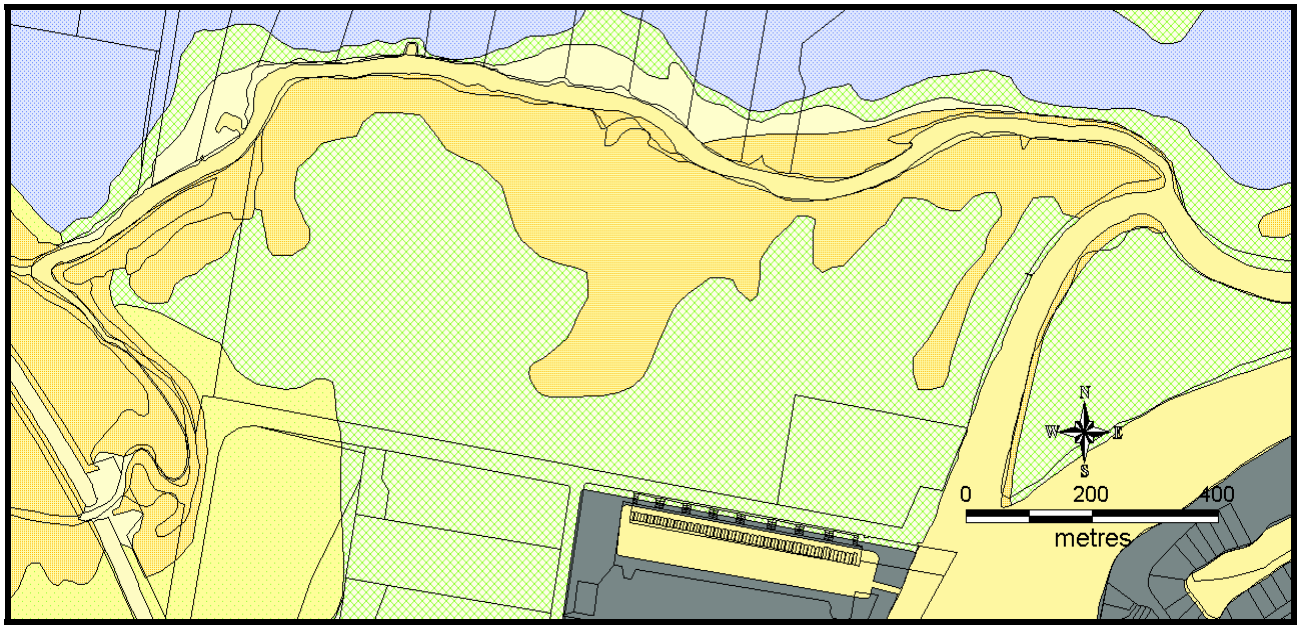
Key geotechnical issues that will impact on the proposed development include stability of excavations and fill embankments, total and differential settlement, and the suitability of excavated soils for use in site filling. The EIS will present details of the geotechnical constraints that apply to the site along with recommendations on the engineering solutions that can be adopted for specific elements of the proposed development.

Acid Sulphate Soils

The site is generally below 5.0m AHD and the proposed development will involve excavation and filling. The potential impact on the development of acid sulphate soils needs to be addressed in accordance with *State Planning Policy 2/02: Planning and Managing Development Involving Acid Sulphate Soils.*

The Department of Natural Resources and Water report, "*An Investigation of Acid Sulphate Soils in the Logan-Coomera Area. Volume 1 Report on Acid Sulphate Soil Mapping*" by Manders JA, Smith CD, Watling KM, Adams JJ, and Ahern CR (2002) indicates that, with the exception of the south-west portion of the site, most of the area is expected to be underlain by potential acid sulphate soils.

At this stage no site-specific acid sulphate investigations have been carried out for the proposed development. A program of sampling and testing will be undertaken as part of the EIS and an Acid Sulphate Soil Management Plan will be prepared for the proposed development in accordance with current environmental guidelines.



PO Box 206 NOOBY BEACH QLD 4218
Phone: 07 5526 1500
Fax: 07 5526 1502
admin@planitconsulting.com.au

Hatched Green	*Yellow*
Info Tool AREA: 1,632,434.48 PERIMETER: 13,608.40 POLY_NO_: 15,092 POLY_NO_ID: 15,090 KEY: 8,386 SUPER_PROV: Tertiary - Quaternary Cover PROVINCE: ALLUVIAL AND COLLUVIAL DEPOSITS SUB_PROV: ALLUVIUM INTRU_SUBP: UNIT_NAME: Qha/1-9543 UNIT_SYMBO: Qha/1 UNIT_AGE: HOLOCENE AGE_SEQUEN: 20 UNIT_TYPE: STRAT UNIT_LITH: Lowest river terrace; gravel, sand, silt, clay UNIT_ROCK: ALLUVIUM TEC_ID: 15,090 LAND_ZONE: 3	**Info Tool** AREA: 2,920,031.41 PERIMETER: 21,723.96 POLY_NO_: 15,077 POLY_NO_ID: 15,074 KEY: 8,387 SUPER_PROV: Tertiary - Quaternary Cover PROVINCE: ALLUVIAL AND COLLUVIAL DEPOSITS SUB_PROV: ALLUVIUM INTRU_SUBP: UNIT_NAME: Qha/2-9543 UNIT_SYMBO: Qha/2 UNIT_AGE: HOLOCENE AGE_SEQUEN: 20 UNIT_TYPE: STRAT UNIT_LITH: Second river terrace; sand, silt, clay gravel UNIT_ROCK: ALLUVIUM TEC_ID: 15,074 LAND_ZONE: 3

Orange

Info Tool

AREA:	213,912.31
PERIMETER:	4,817.00
POLY_NO_:	15,083
POLY_NO_ID:	15,082
KEY:	13,163
SUPER_PROV:	Tertiary - Quaternary Cover
PROVINCE:	COASTAL DEPOSIT
SUB_PROV:	INTERTIDAL DEPOSITS
INTRU_SUBP:	
UNIT_NAME:	Qhct/SM-SEQ
UNIT_SYMBO:	Qhct/SM
UNIT_AGE:	HOLOCENE
AGE_SEQUEN:	20
UNIT_TYPE:	STRAT
UNIT_LITH:	Tidal flats: sand and mud; covered with salt marsh (boundaries poorly defined - grades into surrounding mangrove swamp)
UNIT_ROCK:	MISCELLANEOUS UNCONSOLIDATED SEDIMENTS
TEC_ID:	15,082
LAND_ZONE:	1

Figure 1: Geology Mapping (DNRME, 2005)

2.8 LAND TENURE

Lot 108 on WD6404 (the subject land) formed part of original Portion 71 on W3150, parish of Coomera. Portion 71 covered an area of 60.7 ha (150 acres). The original Deed of Grant (10250065), issued in June 1875 to Angus Bell over Portion 71 under clause 71 of the *Crown Land Alienation Act 1868*, was a grant of an exclusive interest. Therefore the extinguishing effect of the deed of grant can be relied upon and Native Title has been extinguished over the whole of original portion 71.

Two applications have been lodged with DNRM to acquire:

1. Reserve for Park and Recreation – R 1843 (lot 108 on WD 6404)

2. Part of Shipper Drive adjacent to lot 98 on SP 150731

Land ownership for the site and immediate surrounds is presented within Attachment 5.The proponent requests that the issue of ownership of this Crown land be resolved as part of the EIS process.

Gold Coast City Council have advised, in part, that should the project '*receive a State Significant Project Designation and successfully meets the requirements of an Environmental Impact Statement*' that it would not object to the purchase of Lot 108 WD6404 by the proponent. The correspondence is presented in Attachment 9.

2.9 PROPOSAL

The Master Plan for the Gold Coast International Marine Precinct is to extend the existing Gold Coast Marine Precinct and provide best practice design for a working industrial marina. The design has evolved under the guidance of the combined expertise of Maritimo in relation to working industrial marinas and yacht construction facilities; and Property Solutions expertise in marina owner operating, and development of quality industrial land sub-division and built mixed use urban precincts.

The resultant Master Plan, refer Attachment 6, displays the best outcome balancing environmental issues with the functional requirements of a growing Marine Industry Precinct. Important issues of flood mitigation, stormwater quality, economic stimulation and public access benefits have been considered and incorporated.

The key features of the Master Plan are:

- The Master Plan covers a site of approximately 63.57 hectares and develops just over half this land at 32.30 hectares.
- The land development consists of: Industrial use of 25.4 hectares including Marine industry, Ship lift industry and the new Maritimo facility; Mixed use precinct of 5.34 hectares; a TAFE college site of 1.57 hectares.

- Land removed to create marina areas is approximately 11.5 hectares, consisting of a 7 hectare widening to the Coomera River and an internal calm water marina of 4.5 hectares.
- The integration of the existing river front public park into this site is seen as a major benefit to the overall Master Plan efficiency. The park offers 170 metres of river frontage and 3.7 hectares of developable Marine industry land.
- A new 5 hectare boat building facility for Maritimo which will comprise a 12,500sqm built state of the art manufacturing facility.
- A further 3 hectares of waterfront site dedicated to Ship Lift industry development located in close proximity to the large scale Travel lift. This enables the removal and launching of very large boats direct into the river.
- A large internal marina enables the water borne display of marine craft and provides for the launching and retrieval of boats housed in the stacked Boat Storage facility. The internal Marina is a vital feature of the development providing a calm water environment necessary for the launch and retrieval of vessels.
- The stacked boat storage facility is state of the art with gantry crane access direct to the internal marina. This facility offers a secure dry store for approximately 290 boats and has associated facilities of showroom sales and brokering.
- A mixed use precinct based around the principles of pedestrian friendly activated streetscapes caters for a variety of related activities. A mix of buildings types of two and three level construction will house uses including the sales and display of marine parts; fittings and fixtures; corporate office space; small scale light industry; and service/recreational uses such as yacht club, restaurants and retail outlets to be located on the Marina river frontage. Streets typically have built frontages and are tree-lined with parking provided. Large carparking areas are hidden behind the built street front.
- A 1.5 hectare TAFE college acts as a gateway building to the site and comprises a 3000sqm Centre of Excellence and a 1500sqm Workshop devoted to the training of skilled workers for the Marine Industry. The site area allows for future facilities to be integrated.
- An extensive external marina to the Coomera River. The setback of the bank revetment to the Coomera River and Oakey Creek enables the creation of a sizeable marina accommodating over 280 berths. This marina is a complimentary adjunct to the industry and ensures boat owners and sailors are in constant contact with the services provided within the precinct.

The key drivers of the Master Plan layout are:

- Two major traffic entries onto the site have been carefully placed to provide the best amenity for heavy vehicle movement and the vehicular trafficking of large vessels throughout the entire precinct.

- The division of the Master Plan into the Eastern Marina related industry and Western Marine industrial subdivision is a consequence of the Transport Corridor bisecting the site. A 15m naturally landscaped stormwater corridor borders either side of the corridor and links to landscaped water treatment reserves. This 15 metre setback provides a functional barrier to the edge of the development on either side of the future Motorway.
- A 40 metre setback to Oakey Creek provides for a sizeable naturally vegetated bank to the creek. This natural vegetation zone has a perimeter 'corso' road alongside providing continuous public amenity access to the creek bank.
- A bikeway and walking track also follows the corso perimeter road providing a landscaped edge to the natural vegetation. This also connects to the future proposed pedestrian and cycle bridge linking the future residential development on the northern bank of Oakey Creek.
- A public access pedestrian zone borders the riverfront of the Mixed Use development providing a landscaped promenade alongside the marina. It is intended that the service related uses attached to the marina would directly front this public promenade.
- The Western Marine Industry subdivision has been generally orientated north-south to facilitate energy efficiency of the built facilities. Lot subdivisions of approximately 2000 sqm can be amalgamated in a variety of arrangements to suit a maximum number of potential users.
- The mixed use precinct is located to the north of the site with the smaller, less industrial uses bordering the creek and closer proximity to the future residential development proposed on the northern bank.

2.10 PROJECT JUSTIFICATION

The object of the planning exercise has been to present the best outcome for extending the thriving growth of the existing Gold Coast Marine Precinct and specifically providing for working industry. The functional operation of the large scale Marine Industry uses requires good access to the river and sufficient marina berths. Throughout the design of the Gold Coast International Marine Precinct many alternative ideas have been considered and rejected. The Master Plan presented represents the culmination of rigorous testing and consultation of all available expertise.

Primarily the need for the public park to become part of the precinct is revealed as essential. The requirement of adequate access to the Coomera River is of primary importance. Without the Park land and river frontage, the development is severely compromised both in scale and waterfront access. The park represents 36,850sqm of developed ship industry land and 170 metres of riverfront access. The significant feature of the internal marina facility will be lost to the project without the park land. This would severely compromise the efficiency and viability of the Ship lift industry in terms of attracting new businesses into the precinct.

The external marina comprises 280 berths. Thirty-four (34) of these berths are dedicated to the Marina ship lift industry for the temporary docking and testing of new boats and the berthing of boats to be repaired. The resultant berths service the combined requirements for work, dormitory and temporary docking facilities. There are many justifications for the number of berths required:

- The marina extends and consolidates the existing Gold Coast Marina facility providing a single well managed location which will reduce environmental impact elsewhere on the river.
- Marina berths provide sewer connection and oil separating facility to prevent the dumping of boat waste into the river.
- The capacity also provides berths for boats, including overseas (and interstate), requiring access to service/repair facilities and ship lift.
- Sufficient berths are required to cater for everyday working and dormitory uses.
- The total berth numbers cater for the demonstrable increase in demand forecast by the Boat industry Association Queensland.
- Economical viability of the marina requires that a minimum of 225 berths are available. The popularity of Coomera and the Gold Coast as a destination ensures that demand will be high.

The internal marina provides 110 calm water berths and is crucial to the functioning of the dry boat storage in the Boat Stack facility. The internal location provides many benefits including:

- The marina provides an attractive visual separation and physical barrier between the marine industrial use and mixed use precincts of the site.
- The marina provides a sufficient functional queuing distance for the boats using the Stack storage facility. This facility cannot function using the 30 metre river setback limitation provided at the external marina.

The boat stack storage facility provides for approximately 120 dry berths and fulfills a variety of useful functions that contribute to the overall efficiency of the Master Plan:

- The facility can provide for both long term and short term berthing.
- Dry berths can be used for the storage of new vessels manufactured within the marine industry site.
- Dry berths can also provide space for the storage of vessels that have been repaired or awaiting repair.
- An on site sales and brokering facility attached to the store enables fantastic display of a variety of new and used craft to potential customers.
- A convenient centralised wash down and cleaning service is incorporated.

Whist initially considered, a public boat ramp facility is seen as detrimental to the functional workings of the Industrial Marina. The prime reason is that the public facility would be incompatible in terms of an adjoining use. It is considered that a better location for a Public boat ramp would exist elsewhere on the river away from the workings of the busy marine industry precinct.

The Master Plan as presented represents a current 'state of play' rather than a finalised definitive solution. Whilst the Master Plan represents many months of considered decision making, it is acknowledged that many factors will continue to cause and effect variations to the plan. The rationale and consultation that has created the current Master Plan will continue throughout the approval process. An increased level of detail will be incorporated into the Master Plan and evolve the Master Plan into an exceptional extension to the Gold Coast Marine Precinct.

2.11 SUMMARY

Option 1 as presented demonstrates the best amenity for the extension of Marine Industries precinct adding approximately 31.5 hectares of new developable land. It has the largest Marina component and gives the best access for all users to the Coomera River.

PO Box 206 NOOBY BEACH QLD 4218
Phone: 07 5526 1500
Fax: 07 5526 1502
admin@planitconsulting.com.au

Section

3
Infrastructure

The proposed development of the Gold Coast International Marine Precinct is ideally located adjacent to the existing Coomera Marine Precinct and through extension and augmentation of the existing infrastructure, will have negligible adverse impact on the existing capacities.

All services are currently provided to the existing Marine Precinct, with the exception of recycled water. The proposed development will make provisions for all infrastructure services including recycled water reticulation throughout the precinct.

3.1 TRANSPORT

The Gold Coast International Marine Precinct is located approximately 2 kilometres East of the Pacific Motorway. Access is provided via local authority arterial roads, Beattie Road and Foxwell Road, both of which are currently being upgraded. Direct access to the development will be at two (roundabout) intersections off Shipper Drive.

Internal road works will be provided in accordance with the Gold Coast City Council Land Development Guidelines for Commercial and Industrial standard roads.

The development is currently bisected by the proposed Main Roads, Inter Regional Transport Corridor (I.R.T.C.). Current planning for this road has been incorporated into the design proposal for the Gold Coast International Marine Precinct. No access to this regional road is proposed although access would be available to the Marine Precinct via Foxwell Road proposed I.R.T.C.interchange.

The department of Main Roads current planning makes provision for the continuation of Shipper Drive through to Foxwell Road and access between the Gold Coast International Marine Precinct, Eastern and Western portions, is proposed beneath and adjacent to the I.R.T.C. bridge crossing of Oakey Creek.

The layout of Gold Coast International Marine Precinct has considered and made provision for pedestrian and bikeway access along Oakey Creek Environmental Buffer, adjacent to the Western and Northern development roadway. This access/ bikeway linkage is provided for future connection to development on the Northern side of Oakey Creek (Thompson Land).

With the increase in employment opportunities created by the development and the connectivity to the existing Coomera Railway and the proposed Coomera Town Centre with adjoining residential development, the extension of Public Transport routes through this major employment district is inevitable. Provision for a bus stop facility to provide for Public Transport is proposed for Shipper Drive at the intersection with Waterway Drive.

The Department of Main Roads recently allocated funding for the upgrade of the Foxwell Road Interchange with the Pacific Motorway and this in combination with the upgrading of Foxwell Road will provide an alternative, more efficient access to cater for the expected increase in traffic resulting from the Gold Coast International Marine Precinct.

Current I.P.A. Infrastructure charges for the development include contributions for both State and Local Government contributions for transport infrastructure.

3.2 WATER SUPPLY & RECYCLED WATER

The Gold Coast International Marine Precinct, located adjacent to the existing Coomera Marine Precinct, has access to an existing 225mm diameter water main. Construction of the Gold Coast International Marine Precinct will allow for construction of the 200mm diameter ring main connection via Shipper Drive to the existing 375mm diameter water main in Foxwell Road. The completion of this loop will increase the capacity of the existing system and provide an alternative connection in the event of breakage or during maintenance to the current water main connection from Beattie Road.

Internal reticulation will be designed for the requirements of the Gold Coast International Marine Precinct potable water usages and provide a reticulated fire fighting system in compliance with current regulations.

The Coomera Marine Precinct does not include a recycled water main network however Gold Coast Water recently constructed the return effluent main from Foxwell Road, past the site, to Shipper Drive. Council officers have indicated that this main may in the future become part of the recycled water reticulation system and would then provide the connection point to service the development with recycled water. Alternatively an extension of the recycled water reticulation proposed for construction along Foxwell Road can be constructed in conjunction with the potable water main extension noted above.

PO Box 206 NOOBY BEACH QLD 4218
Phone: 07 5526 1500
Fax: 07 5526 1502
admin@planitconsulting.com.au

3.3 SEWER

Sewerage from the Gold Coast International Marine Precinct will be conveyed to the new Pimpama / Coomera Waste Water Treatment Plant and Recycled Water Treatment Plant currently being constructed on Kerkin Road, 6km North of the site. Current infrastructure being constructed as part of the rapidly developing, residential development to the North, provides a trunk main connection point adjacent to Foxwell Road.

The existing Marine Precinct utilises a vacuum sewer system which discharges South and West to the Coomera township. Initial discussions with Council officers have indicated that this system is currently at capacity, however investigations will be undertaken to determine whether this system can be upgraded for the Gold Coast International Marine Precinct. The vacuum system is used as an economical alternative to the construction of gravity mains below the water table and is proposed for the Gold Coast International Marine Precinct.

3.4 STORMWATER QUALITY & QUANTITY

Recent studies of the Coomera River Catchment have identified the water quality objectives in mitigating the impact of development on the health and quality of the Coomera River. The Gold Coast International Marine Precinct will incorporate these key water quality management strategies into the development. The proposal includes retention of the 40m buffer to Oakey Creek. The use of water sensitive urban design including grass swales to the perimeter roads adjoining the Oakey Creek buffer, bio-retention and detention basins constructed within the development. Storm water collected from the roadways and development areas will be passed through gross pollutant traps and SQUIDS prior to discharge to the neighbouring waterways.

Structural protection to waterways adjacent to the marine industry areas will be incorporated into the Marina design along with boat speed restrictions, to provide bank protection from erosion from boat wash.

Rain water harvesting policies adopted by the Gold Coast City Council for the Pimpama / Coomera water futures area will be incorporated into the development to supplement the use of recycled water reticulation in reducing the demand on potable water. Uses including landscape, irrigation industrial processing, wash down systems and toilet flushing are all consistent with the proposed Gold Coast International Marine Precinct.

3.5 WASTE MANAGEMENT

A comprehensive waste management plan is a key component of the sustainability objectives of the Gold Coast International Marine Precinct. The marine industry already recognises and incorporates into industry standards the collection and treatment of storm water runoff. Pollutants and solids are filtered and separated from discharge to the sewers under controlled systems of underground tanks. Waste oil is recycled and collected by licensed operators and Marine Industry activities involving vessel cleaning, dust and particle dispersion, surface coatings, are controlled through environmental licences.

A waste management plan that incorporates monitoring, collection, transport, processing and disposal of waste with primary goals of prevention, reuse and recycling will be developed through the E.I.S. process. The waste management plan will address the proposal from the planning stage through construction to operational phases of the development of the Gold Coast International Marine Precinct.

3.6 POWER

Energex currently supplies high voltage (11Kv) trunk services to the area via underground cables close to the site. It is expected a high voltage service of 3 phase 11Kv would be provided to the site via an underground conduit service from this existing HV line. Onsite substations/transformers for low voltage reticulation would be established.

Commercial supply agreements will be required to be negotiated with Energex on the above basis.

3.7 TELECOMMUNICATIONS

Telstra currently reticulates telephone/data services to the area via an underground fibre optic cable. It is expected that sufficient capacity exists or can be augmented by Telstra to provide capacity to service the proposed development from this service.

Section
4
Planning and Policy Framework

4.1 LEGISLATIVE FRAMEWORK

From a statutory sense it is proposed to proceed as per the following flow chart.

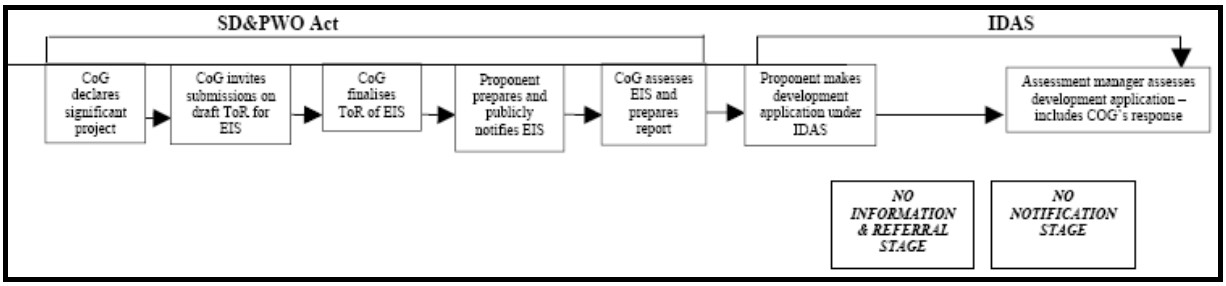


Figure 2: Application process

In the absence of a declaration of significant project, the Gold Coast International Marine Precinct would require assessment and approval under the *Integrated Planning Act* 1997 (IPA) and its associated legislation for the following development:

- material change of use (under the Gold Coast Planning Scheme) for a marina, waterfront industry, industry, tavern, shops for marine goods and services, tourist shop, transport terminal, service industry, educational establishment, cafes. These uses are a mixture of impact, code and self-assessable uses and it is certain that the development application would require public notification;

- material change of use for the following environmentally relevant activities (ERAs): ERA 11 (crude oil or petroleum product storage), ERA 19 (dredging material), ERA 69 (boat manufacturing or repairing facility) and ERA 73 (marina);

- reconfiguration of a lot;

- operational works, including excavation, filling and landscaping;

- operational works for the clearing of native vegetation (on trust land)

- operational works that is tidal works and works carried out within a coastal management district (such as disposing of dredge soil in tidal water); and

- operational works that is the removal, destruction or damage of a marine plant.

In such a development application, the following entities would be concurrence agencies:

- Department of Main Roads (due to presence of a State-controlled road);
- Department of Natural Resources and Water (due to presence of acid sulphate soils and the requirement for vegetation clearing);
- Environmental Protection Agency (due to the requirements for various Environmentally Relevant Activities);
- Queensland Rail (due to presence of a rail corridor);
- Department of Primary Industries and Fisheries (due to the need to remove, destroy or damage marine plants);
- Department of Transport (due to the tidal works); and
- Office of Urban Management (as part of the subject land is designated as a major development area).

The Queensland Fire and Rescue Service would be an advice agency for the development application due to the fact that the development involves tidal work and a marina.

Further, given the nature of the development and its impact on certain State resources, it would be necessary to obtain evidence of a resource entitlement from the Department of Natural Resources and Water and the Environmental Protection Agency under section 3.2.1(5) and Schedule 10 of IPA.

Other State legislation relevant to the Gold Coast International Marine Precinct include:

- *Aboriginal Cultural Heritage Act* 2003 – the Gold Coast International Marine Precinct would require investigations to ensure the proponent complies with its Aboriginal cultural heritage duty of care;
- *Nature Conservation Act* 1992 – the subject land contains species listed under this Act and the impact of the development on these species must be assessed adequately; and
- *Coastal Protection and Management Act* 1995 – in addition to the need for a development permit for dredging, an allocation for the removal of quarry material or an approved dredge management plan will be required for the Gold Coast International Marine Precinct;

- *Land Act* 1994 – a seabed lease is required over the Coomera River and an application is required to purchase Lot 108 on WD6404 and part of a road reserve known as Shipper Drive from the State, a process which requires considerable consultation with relevant State Government Departments.

As stated above, part of the subject land (Lot 146 on SP150731) is located within the Coomera Town Centre Major Development Area (MDA) in the Urban Footprint of the South East Queensland Regional Plan. Therefore, an application for a material change of use and reconfiguration for Lot 146 would only comply with the Regulatory Provisions of the South East Queensland Regional Plan if it would not compromise the implementation of a 'structure plan' by the Council for the Coomera Town Centre MDA. There is currently no structure plan for this MDA. In practice, this can make it extremely difficult for such a development application to be assessed and approved by Gold Coast City Council.

4.2 THE SOUTHEAST QUEENSLAND REGIONAL PLAN

The subject land is contained within the urban footprint of the South East Queensland Regional Plan.

An extract of the plan is reproduced below.

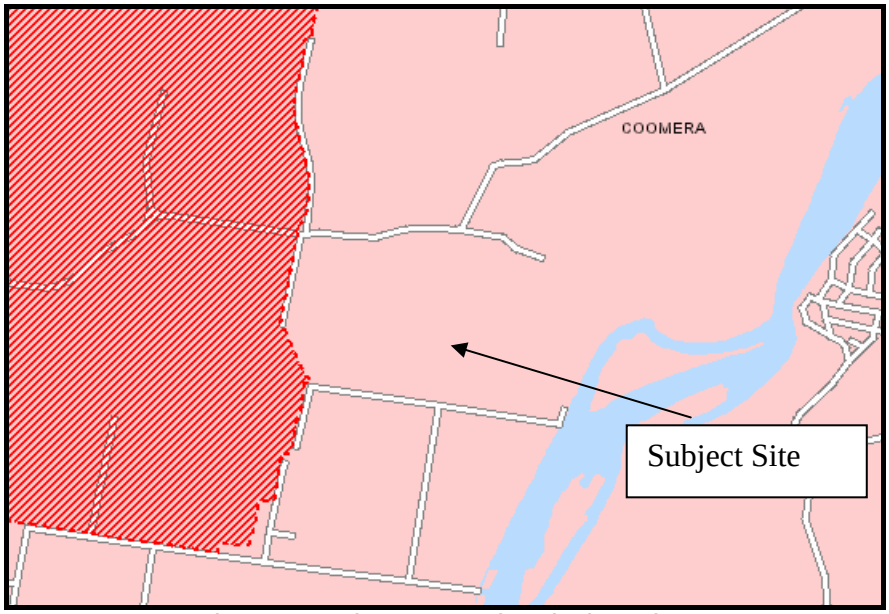


Figure 3: Urban Footprint designation

The proposal is entirely consistent with the outcomes espoused within the South East Queensland Regional Plan.

4.3 STATE GOVERNMENT AGENCY REQUIREMENTS AND RELATED POLICY ISSUES

The proposal will need to address the following:

- The *Coastal Protection and Management Act 1995* and *State Coastal Management Plan* in relation to works within a Coastal Management District and Erosion Prone Areas.

- Under the *Coastal Protection and Management Act 1995*, a number of key principles and objectives of the *State Coastal Management Plan* must be addressed (e.g. dredging, water quality management, coastal wetlands, biodiversity, etc);

- The *Fisheries Act 1994* regarding marine vegetation and development in or near declared Fish Habitat Areas;

- The *Environmental Protection Act 1994* with respect to operation of a marina and industrial development classed as Environmentally Relevant Activities;

- *Nature Conservation Act 1992*, which provides for the protection of native animals, plants (and ecosystems in which they live) which have been classified as threatened;

- The *Marine Parks Act 2004* concerning the Moreton Bay Marine Park;

- The *Aboriginal Cultural Heritage Act 2003* concerning matters of cultural significance;

- The *Vegetation Management Act 1999* regarding State significant vegetation;

- The *Dangerous Goods Safety Management Act 2001* concerning the storage of dangerous goods (e.g. fuel);

- The *Transport Operations (Marine Safety) Act 1994* and the *Transport Operations (Marine Pollution) Act 1995;*

- The *Water Act 2000* in respect of taking or interfering with water;

- The *Transport Operations (Public Transport) Act* regarding the provision of bus routes and passenger transport infrastructure;

The proposal will also address the following State Planning Policies:

- *State Planning Policy 2/02: Planning and Managing Development Involving Acid Sulfate Soils*;

- *State Planning Policy 1/03: Mitigating the Adverse Impacts of Flood, Bushfire and Landslide*.

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

4.4 APPROVAL FRAMEWORK

The utilization of the 'significant project' status under the *State Development and Public Works Organisation Act 1971*, the associated coordination process and the EIS based assessment provisions provides for an integrated and holistic approach that will allow the full potential of the Gold Coast International Marine Precinct to be realised.

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

Town Planning

Preliminary Approvals to override the Planning Scheme for Material Change of Use to establish the structure plan and land use plan.

- Material Change of Use, Reconfiguration of a Lot and Operational Works.

The site is currently located within the Coomera Local Area Plan and specifically falls within the Marine Industry Precinct.

Councils planning scheme designation for the site and its surrounds is presented within Attachment 7.

Resource Entitlement

The Department of Natural Resources and Water shall need to issue a resource allocation for sand and gravel extraction, works undertaken within the waterways, road reserve and parkland.

Environmental Approvals

There will be a need to obtain a number of Environmentally Relevant Activities, including however not necessarily limited to the following:

- Dredging, Marinas, Fuel Storage.

Tidal Works

The Department of Primary Industries and Fisheries will need to authorize removal or disturbance of marine vegetation.

4.5 ENVIRONMENTAL PROTECTION BIODIVERSITY AND CONSERVATION ACT 1999 (EPBCA)

The EPBCA places the onus on the proponent to assess the potential effect that development may have on sensitive environments and to refer the matter to the

Commonwealth Department of Environment and Heritage for assessment under the EPBCA if they believe that the development may cause significant impacts on matters protected by the Act.

It is noted that the Queensland Bilateral Agreement provides that the EIS process for a significant project is accredited for the purposes of the Environmental Protection Biodiversity and Conservation Act 1999.

Section
5
Environmental Issues and Benefits

5.1 FLOODING

Background

The site for the proposed development is located at the confluence of the Coomera River and Oakey Creek. The site is currently subject to flooding from both systems, with the Coomera River being the dominant system. The peak 100 year ARI flood level on the site is approximately 3.36 m AHD and the typical existing ground elevation varies around RL 1.0 m AHD.

It is proposed to fill portions of the site to provide 100 year ARI flood immunity to buildings, and to satisfy flood hazard requirements. Filling could potentially impact on flood levels and velocities external to the site and appropriate consideration is required to ensure that private property is not adversely impacted. In this regard, the development, being part of the Coomera Marine Precinct, is required to comply with the hydraulic criteria detailed in Gold Coast City Council's Minutes 1 April 1999 (Committee Recommendation C99.0326.003). These recommendations were based on the PPK Hydraulic Plan Report No 2A (PPK, 1999). Gold Coast City Council letter dated 19 April 2007 (ref PN257713/16(p1) to Hyder Consulting requires that "*the provisions of the Councils committee recommendation C99.0326.003 are incorporated into the development*". Relevant recommendations are summarised below.

1. *There shall be no increase in real damage anywhere in the Coomera River system. The following criteria shall apply:*
    a. *There should be no increases in flood levels at Boykambil, Jabiru Island and Paradise Point;*
    b. *There should be only minor increase in afflux at the boundaries of the marine precinct and this afflux is to be attenuated to no afflux before any properties are affected;*
    c. *There should only be a minor increase in afflux upstream of the railway bridge adjacent to the Marine Precinct and this afflux should attenuate before any other properties are affected.*
2. *It is a requirement of the Albert Shire Strategic Plan that the flood flow in Saltwater Creek should not vary by more than fifteen percent (15%).*

Modeling and Analysis

Gold Coast City Council requires that the flood impact analysis be undertaken using their MIKE21 model of the Coomera River system. This model has been obtained from Council and modified to included detailed ground survey of the site and surrounds: this was done because the model is based on airborne laser survey, which has a lower level of vertical accuracy than ground survey.

The impact of the proposed development will be assessed against the above criteria using the 5 year, 10 year, 20 year, 50 year and 100 year ARI design flood events. Testing undertaken to date using the 100 year ARI flood shows that the design is close to satisfying the above criteria, but some further adjustment to the fill platform and conveyance paths through the site is required.

The model will also be used to provide data on changes to flood velocities, which will be used to assess potential impacts on bank erosion.

5.2 STORMWATER AND WATER QUALITY

Background

The management of water quality for the proposed marine precinct will be influenced by several key factors. These include:

- Identifying applicable Environmental Values and Water Quality Objectives for and surrounding the proposed site;
- Managing the construction phase of the activity; and
- Ensuring adequate controls and management practices are in place for the operational phase of the activity.

Identification of Environmental Values and Water Quality Objectives

Within this region, the waterways have Environmental Values and Water Quality Objectives prescribed by the *Environmental Protection (Water) Policy 1997* – Schedule 1. This schedule identifies the locations, parameters and desired quality expected in receiving waters. In adjacent areas to the proposed project, within the Northern Broadwater, several areas are identified within Schedule 1 as being High Ecological Value areas. As such, no change in the short, medium or long-term water quality is accepted, with the exception of short term increases due to dredging activities. This will require that detailed examination of the impacts of both the construction and operational phases of the activity be undertaken within the EIS to identify if any changes are likely and the extent (both temporally and spatially) of those changes.

Mitigation Measures

Construction Phase

During this phase, management of water quality will focus mostly on managing sediment discharges, especially with respect to any dredging activities to create canals or anchorages of any description, erosion and sediment control for any terrestrial activities and relevant best management practices will need to be identified by the EIS and predictions made regarding their efficacy at mitigating any water quality impacts. The MIKE21 flood model will be calibrated for tidal flows and the advection/dispersion module applied to assess the impacts of dredging activities on concentrations of suspended solids. Ensuring proper management and control of any acid sulphate soils (whether actual or potential) on site will also need to be a focus.

Operation Phase

The key aspects of the operational phase of the development to be examined by the EIS will be to ensure that any activities, including those defined and environmentally relevant activities under the Environmental Protection Act are suitably managed to ensure that issues such as chemical storage, stormwater quality treatment and potential wastewater discharge locations (e.g. pump out facilities) are adequately mitigated. A major area of focus of the EIS will be to ensure that stormwater quality is managed through the implementation of best management practices such as rainwater harvesting and water sensitive urban design.

5.3 COASTAL ISSUES

Background

It is noted that parts of the site are affected by the Coastal Protection and Management Act 1995.

The coastal issues relating to this development are likely to include:

- Re-designating the coastal management district to allow development;
- Dredging and disposal of likely acid sulphate soils to develop an artificial waterway;
- Turbidity and water quality issues during dredging;
- Likely increase in tidal flows and volumes resulting from development of artificial waterway;
- Likely increase of sediment resuspension and movement resulting from increased tidal movement; and
- Possible impacts of any change in velocities on bank erosion around Foxwell Island and downstream

Further to the last point, WBM (2005) identifies significant bank erosion in this area and that it is a major community issue. The issue was unresolved in that report because of the complexity of the issue and the scope of the study (the study was environmentally focused and did not include morphological modeling of the bed).

Modeling and Analysis

The analyses undertaken during the EIS will include hydrodynamic modelling of tidal flows, to determine the impacts of the artificial waterway on regional tidal conditions. Output from this model will also be used to determine sediment transport in the marina area including the likelihood of ongoing sedimentation and maintenance dredging.

The modelling will also identify changes to tidal velocities which may assist with the assessment of impacts to bank erosion. However, it is not the intention of this modelling to assess bed sediment transport differentials in this reach of the river or to assess the likely contributing factors to the existing significant bank erosion around Foxwell Island and the southern bank of the river. It is likely that there is still significant community concern regarding this erosion and this may become an important consultation issue in this study.

Outputs

The modelling will indicate the extent of the change in tidal dynamics caused by the development of the artificial waterway. The acceptability of this will be negotiated with EPA concurrently with the preparation of the EIS. Similarly estimates in the likely future needs for maintenance dredging will be assessed using the output from the models.

Tidal Prism and Coastal Management

On 7 November 1995, the then Queensland Department of Environment and Heritage advised Gold Coast City Council that, in accordance with Government Policy on Coomera River Developments, ratified by a decision of Cabinet on 15 February 1988, “the interim limit of the waterway area available for canal development in the Coomera River (231 hectares) be continued until an adequate assessment is carried out of the environmental consequences of the findings of the (Coomera River Waterways) Committee’s Report”. The purpose of this report is to analyze the usage of the approved area of 231 hectares by developments which were approved or proposed at that time. A review of this study revealed that 34.9381 ha of tidal waterway remains of the 231 ha. The Master Plan proposes to use approximately 11.5ha of this remaining tidal prism area.

The site is within Coastal Management District. The designations that apply to this site and the broader area are presented in Attachment 8.

Section
6
Economic and Cultural Issues

6.1 BACKGROUND

Urban Economics was commissioned in May 2007 by Property Solutions (Australia) Pty. Ltd. to analyse and assess the economic and employment aspects of the proposed development within the Gold Coast Marine Precinct at Coomera. The proposed 60ha site is located at the northern end of Waterways Drive. It is understood that the report is prepared on behalf of the client, which is a joint venture between Property Solutions (Australia) Pty. Ltd and Maritimo Offshore.

Urban Economics is a specialist economic and market research consultancy, with extensive experience in providing advice to the retailing, commercial, industrial, residential and tourism property sectors. We are also familiar with the developments of the Gold Coast, particularly with marine developments on Hope Island and the Broadwater.

The Gold Coast Marine Precinct is a world-class waterfront industry cluster located on the Coomera River dedicated to manufacture, servicing/repairs and refits of recreational vessels. With 250 hectares of land, it was intended that the development would accommodate growth of the marine sector for another 30 years (Gold Coast Planning Scheme). However, development to date has exceeded all expectations, with 40% of the Precinct having been developed to date.

The proposed development is intended to include:

- a new waterfront factory for Maritimo Offshore, allowing it to consolidate its operations onto a single site
- (potentially to include the amalgamation of a 4ha park);
- a 390 berth marina (280 external and 110 internal berths);
- a marine industry subdivision;
- a TAFE Marine Industry Training Centre; and
- an integrated marine services precinct, providing a full range of up-market marine retailing and offices.

(Extensive landscaping and tropical gardens would be included in the areas surrounding the development).

PO Box 206 NOOBY BEACH QLD 4218
Phone: 07 5526 1500
Fax: 07 5526 1502
admin@planitconsulting.com.au

This short report assesses the quantum of employment opportunities to be provided by the proposed development, the quantum of investment necessary in the development and the strategic significance of the project to the Precinct itself, the wider Gold Coast Region and to the state of Queensland. It is understood that this report serves as an input to the initial advice statement to be lodged to the Coordinator-General.

6.1.1 STUDY OBJECTIVES AND METHODOLOGY

In undertaking this assessment, Urban Economics has employed the following methodology and data resources:

a) contacted key operators within the Precinct to obtain staff estimates;

b) contacted and consulted a representative from Queensland Government's Department of State Development in obtaining updated marine industry data;

c) applied average ratios of workers per floor area for industrial premises otherwise unknown;

d) applied average ratios of workers per tavern, derived from the 1997/98 ABS Pubs, Clubs and Hotels Census;

e) applied the cost estimates of major projects and the likely share of labour costs to estimate the construction workforce likely to be generated by the project;

f) estimated the likely future employment generated from the proposed development once it is operational to the Gold Coast Marine Precinct and the state;

g) conducted desktop analysis in obtaining benchmarks/estimates to assist in quantifying the intangible benefits and values contributed by the centre; and

h) estimated the economic significance and impact of the proposed development by adopting the "Input Output (IO) Multiplier Analysis" approach. Generally, a multiplier is a ratio that indicates the overall change in the level of activity that results from an initial change in activity. While such methodology/analysis is valid, it should be noted that it is not without pitfalls. They often overstate impacts due to a range of limitations such as assumptions about unlimited resources and minimal fixed costs and due to multipliers being based upon averages rather than marginal activities.

Many practitioners apply output multipliers, which significantly overstate the real effect on an economy by double-counting. Value added multipliers are considered to be a more accurate measure of economic activity, representing the contribution to Gross Regional/State/Domestic Product. The value added and employment (fulltime equivalent) multipliers are applied in this study. They are derived from a combination of the ABS's 1996-1997 National Input-Output Tables and Queensland's 1996-1997 Regional Input-Output Tables prepared by the Government Statistician.

In summary, the following data sources and references were used in compiling this report:

a) Gold Coast Planning Scheme;

b) Gold Coast Marine Precinct, March 2007;

c) Gold Coast City Council website;

d) Office of Economic and Statistical Research, Gold Coast (C) Region, May 2007;

e) Pubs, Clubs and Hotel Publication, ABS 1997/98;

f) Department of Employment and Workplace Relations, December Quarter 2006;

g) Tourism Australia – Domestic and International Market Tourism Facts, December 2006;

h) Input-Output Tables, ABS 1994-95 and ABS 1996 – 97;

i) Queensland Regional Input-Output Tables, 1997-1997 34 Industries, published by the Office of Government;

j) Statistician; and

k) Input-Output studies for Southern Queensland, compiled by the University of Queensland, 2001.

6.1.2 EXISTING REGIONAL PROFILE

Being the sixth largest city in Australia, the Gold Coast City is located within the fastest growing region of Australia. Geographically it is the ideal place for global trade, being on the doorstep of the Asia Pacific Rim and on the same time zone as the major trading nations of the South East Asia. The City is located approximately 76km south of Brisbane and is well known for its burgeoning tourism sector, with particular emphasis on its marine industry.

As at 30 June 2006, the estimated resident population of the Gold Coast (C) region was 507,880 persons, representing 12.5% of the State's population. The annual average rate of growth in population in the Gold Coast (C) region between 30 June 2001 and 30 June 2006 was 3.3%, which was above the Queensland average of 2.2% per annum. This is consistent with the fact that the Gold Coast has been Australia's fastest growing region for the last four decades and is still maintaining its growth. Population projections published by the Department of Local Government and Planning in 2006 indicate that the population of the region will increase from 507,880 persons in 2006 to 703,912 persons in 2021 and 762,523 persons in 2026 (medium series), once again reflecting potentially significant levels of growth in the corridor.

On a negative note, the region has experienced high levels of unemployment. The overall unemployment rate as at December 2006 was 5.5% which has unfortunately eclipsed the State average of 4.7%. In other words, approximately 27,994 residents of the Gold Coast Region were unemployed and seekingemployment in 2006 (Department of Employment and Workplace Relations, December Quarter 2006).

The Gold Coast economy has traditionally depended upon the service sector (serving an ever increasing population). However, this is not a sustainable base for any community and the Gold Coast has been fortunate in developing a strong tourism industry. Boat manufacture is another important export-oriented industry to further strengthen its economy.

The Gold Coast is the highest profile tourism location in the country with 57 kilometres of magnificent beach and sub tropical hinterland. According to Tourism Australia, as at the end of December 2006, this region has attracted some 3.9 million domestic and overseas visitors, representing 16.3% of the total international arrivals into Australia and 5.4% of the total domestic overnight trips Australia-wide. Additionally, the Gold Coast has also been involved in the marine industry, creative industry, education and training industry, environment industry and many others. Of all these target industries, the Gold Coast City Council has identified the marine industry as an economic sector which has significant future prospects for local economic growth for the City (Gold Coast Planning Scheme), mainly due to its importance to towns and regions located along the Queensland coastline.

PO Box 206 NOOBY BEACH QLD 4218
Phone: 07 5526 1500
Fax: 07 5526 1502
admin@planitconsulting.com.au

The Gold Coast is the ideal location for luxury and recreational boat builders because it possesses strong competitive advantages over other locations/regions such as the benefits from a supportive business environment, ideal climatic conditions for marine production (fibre glassing), access to extensive waterways, direct ocean access and its close proximity to the Port of Brisbane (40mins from the Port Of Brisbane). Additionally, super yachts are another important driver of the Gold Coast Marine industry. Queensland now manufactures approximately 75% of Australia's recreational boat exports.

The marine industry is one of Queensland's fastest growing industries, employing more than 11,000 people statewide and contributing $2.5 billion to the state economy annually, of which approximately $550M is being generated by the Gold Coast region). Currently, the Gold Coast Marine industry employs some 4,000 staffs, representing 36% of the total number of persons employed in this industry in Queensland (Gold Coast City Council Economic Development, November 2006 and Boating Industry Association of Queensland, BIAQ Survey, 2006).

Pride of this industry is the Gold Coast Marine Precinct (GCMP), which was established in October 2000 by the State Government and the Gold Coast City Council to become a world-class waterfront industry development. Encompassing an area of approximately 250 hectares (taking in planning Stages One and Two) the Precinct is located along Beattie Road, on the Coomera River, approximately 15kms from Surfers Paradise.

The Precinct incorporates 2 marinas. Currently, only 90 hectares (40%) of the precinct has been developed and it is being occupied by over 95 marine companies. Major private sector companies established within this area include the Gold Coast Marine Complex, Riviera Marine, Maritimo Offshore, Quintrex, Perry Catamarans and Mercury Marine.

The Gold Coast Marine Precinct publication as at March 2007 has reported that during the 2005/2006 financial year, the Precinct exported goods worth over $250M to over 30 countries around the world. This represents approximately 67% of the state's marine industry export income (2005/2006 Qld Budget Performance).

To improve Queensland's profile on the world stage, the Queensland Government has identified 11 target industry sectors, with the marine industries being one of them. These industries are perceived to have a strong future growth potential. This objective is aimed to help them to grow in size and scale to achieve global penetration and branding. In light of that, the Gold Coast City Council has been extensively involved in the development of the Gold Coast Marine Precinct (from 2000) by funding up front needed infrastructure such as water, sewerage, and roads to the extent of $4.3M, thus indicating Council's strong support and commitment in positioning Queensland as the Smart State.

6.1.3 ECONOMIC SIGNIFICANCE OF THE PROPOSED DEVELOPMENT

Urban Economics has undertaken an initial desktop assessment of the economic benefits of the proposed development. The assessment was based upon published benchmarks and Urban Economics' analysis of the marine industry developments and operations.

The flow on benefits of the proposed development is assessed in terms of its contribution to the locality, the region and also to the state of Queensland as a whole:

- it is estimated that the total construction cost for the development of the project would be approximately $530M. Multipliers were utilised to determine the additional value generated from every dollar spent or invested during the construction phase. Thus, the indirect flow-on or multiplier effects to the Gold Coast Region and Queensland economy are projected to be in the order of $560M and $610M, respectively;

- the construction of the proposed development is projected to provide at least 2,800 annual full time, part time and casual employment position (FTE) years, representing 10% of the total number of persons seeking employment within the Gold Coast Region in 2006. The flow-on benefits of this employment would generate a total 5,700 full-time equivalent position years in Queensland, including 4,800 full-time equivalent position years within the Gold Coast Region;

- upon completion, the proposed development is projected to provide approximately 2,500 full time, part time and casual operational employment positions (full time equivalent). These positions would be available to be filled by local workers and represents about 8.9% of the number of persons seeking employment in the region in 2006. The flow-on benefits of this employment would generate further employment opportunities, resulting in approximately 5,400 full-time-equivalent positions in Queensland, of which 4,600 full-time equivalent positions are generated within the Gold Coast region;

- the operating revenue of the project is projected to be in the order of $730M per annum, including the retail and office precinct located within the integrated marine services area. The multiplier effects of this revenue are projected to be approximately $800M in Queensland, $730M of which would be generated within the Gold Coast region;

PO Box 206 NOOBY BEACH QLD 4218
Phone: 07 5526 1500
Fax: 07 5526 1502
admin@planitconsulting.com.au

- the proposed development is estimated to generate approximately $250M of the annual export income annually of the region. This revenue contribution would contribute in positioning Queensland as the nation's leading recreational boat exporter hence adding to the region's appeal for visitors, events and business investments. On a broader scale, the increase in export income would also aid in strengthening Australia's exchange rate;

- the proposal would allow Maritimo Offshore to capitalise upon identified opportunities in the market and achieve increased levels of revenues, exports and employment. Current facilities are inadequate to cater for this growth;

- the 390-berth marina (consisting of 280 external and 110 internal marina berths) will provide greater choices and improved level of marine facilities in this region. Boat registrations on the Gold Coast are expected to double in the next 10 years. The Marine Industries Association of Australia (MIAA) has identified the shortage of marina berths as a major impediment to growth of the boating industry. The Boating Association of Queensland (BIAQ) further reported that there are currently over 2000 owners on waiting list for marina berths. Hence, this additional 390 berths provided by the proposed development would contribute in satisfying a proportion of the growing demand in the Gold Coast Marine and Superyacht Industries. Furthermore, these marinas will not just be a simple mooring location for boats. Its co-location with up-market retail outlets, cafes and restaurants would position it as a recreational cruising destination;

- the proposed Marine Industry Training Centre (TAFE) would not only provide additional employment opportunities and educational knowledge to the community, but also addresses the current training and skills shortages within the marine industry. The availability of a larger skilled workforce would be needed to counter the high levels of marine manufactured imports;

- the facilities within the proposed development would be utilised not only by the marine industry players, but also by the visiting vessels from other sites of the region, day trippers, and residents of Brisbane and Gold Coast City and also serve as a recreational spot for cruising yachts;

- the proposed development offers the benefits of clustering and synergies with the existing facilities within the Precinct. Co-location of boat builders, boat re-fitters, mechanical service operations, marine component manufacturers, and a range of other industry participants would generate substantial trade synergies, as well as reducing costs. Furthermore, the higher number of operators/manufacturers also ensures a healthy level of competition in the industry. Competition breeds quality and hence encourages boat owners to this one location where they can get all their needs serviced and shop around for the best deal, while individual operators can share the business and enjoy flow-on work from each other. These advantages are in line with the "Queensland Smart State" strategy;

- the introduction of the "up-market" strip shopping area, and potentially a tavern, represent a new marine and convenience retail product of the Precinct, although at a smaller scale. These facilities will encourage visitation of day-trippers and vessels and at the same time offering them a location to perform some convenience marine and other smaller scale convenience shopping activities. Whereas the Food and Beverage outlets would serve the needs of the immediate community within the precinct, particularly for those who are working in the marine precinct itself, hence providing a sense of convenience and a meeting place for businesses; and

- the proposed development is consistent with the Desired Environmental Outcomes (DEO Soc.2 and DEO Econ.3), whereby the proposed development would provide a variety of employment opportunities, ranging from skilled jobs within local and neighbourhood level activity to light industrial and marine industrial development and the also Gold Coast Marine Precinct is developed and promoted as a world class waterfront industry area with a high standard of architectural and landscape form.

6.1.4 SUMMARY

It is Urban Economics' opinion that the proposed development at the Gold Coast Marine Precinct at Coomera would provide a significant economic stimulus to the local, regional and State economy, during both the construction and operational phases. The Master Plan offers a planned approach to extend this highly successful precinct, to provide benefits to the community, the boating public, and the state's marine industry sector.

The Gold Coast region and Queensland would experience significant flow-on benefits from the increase in employment, capital investment and the revenue generated from the proposal. Quantitatively, the construction of proposed development is estimated to provide 2,800 full time equivalent position years (during the construction phase and 2,500 full time equivalent positions upon completion, representing 10.0% and 8.9%, of the total persons seeking employment on the Gold Coast, respectively. The flow-on benefits of this employment during the construction phase would generate further employment opportunities, resulting in some 5,700 FTE position years in Queensland, and 4,800 FTE position years within the Gold Coast Region. Operationally, the project would generate a total employment of 4,600 FTEs on the Gold Coast and 5,400 FTEs in Queensland.

Furthermore, the operating revenue of the project is estimated to be in the order of $730M per annum, representing a direct investment to the state economy. The multiplier effects of this revenue are projected to be approximately $800M in Queensland, 91.3% of which will be generated within the Gold Coast Region.

More particularly, the development would introduce facilities of an international standard to the Gold Coast region, building upon the current standard of marine infrastructures and services offered, and at the same time meeting latent unsatisfied demand for marina berths in the region. Its projected annual export income of $250M would contribute to improving and/increasing Australia's relative competitiveness in the international market. This development would be a benchmark plan showcasing the Gold Coast and Queensland to the world.

6.2 CULTURAL HERITAGE

The *Aboriginal Cultural Heritage Act 2003* is administered by the Department of Natural Resources and Water. Under the new Act, Indigenous parties have an involvement in assessing cultural heritage significance.

The *Aboriginal Cultural Heritage Act 2003* establishes a Duty of Care for Indigenous cultural heritage. This applies on all land and water, including freehold land. The Cultural Heritage Duty of Care lies with the person or entity conducting an activity.

Turnix Pty Ltd has undertaken a comprehensive cultural heritage report that found no indigenous cultural material.

PO Box 206 NOOBY BEACH QLD 4218
Phone: 07 5526 1500
Fax: 07 5526 1502
admin@planitconsulting.com.au

Section
7
Conclusion

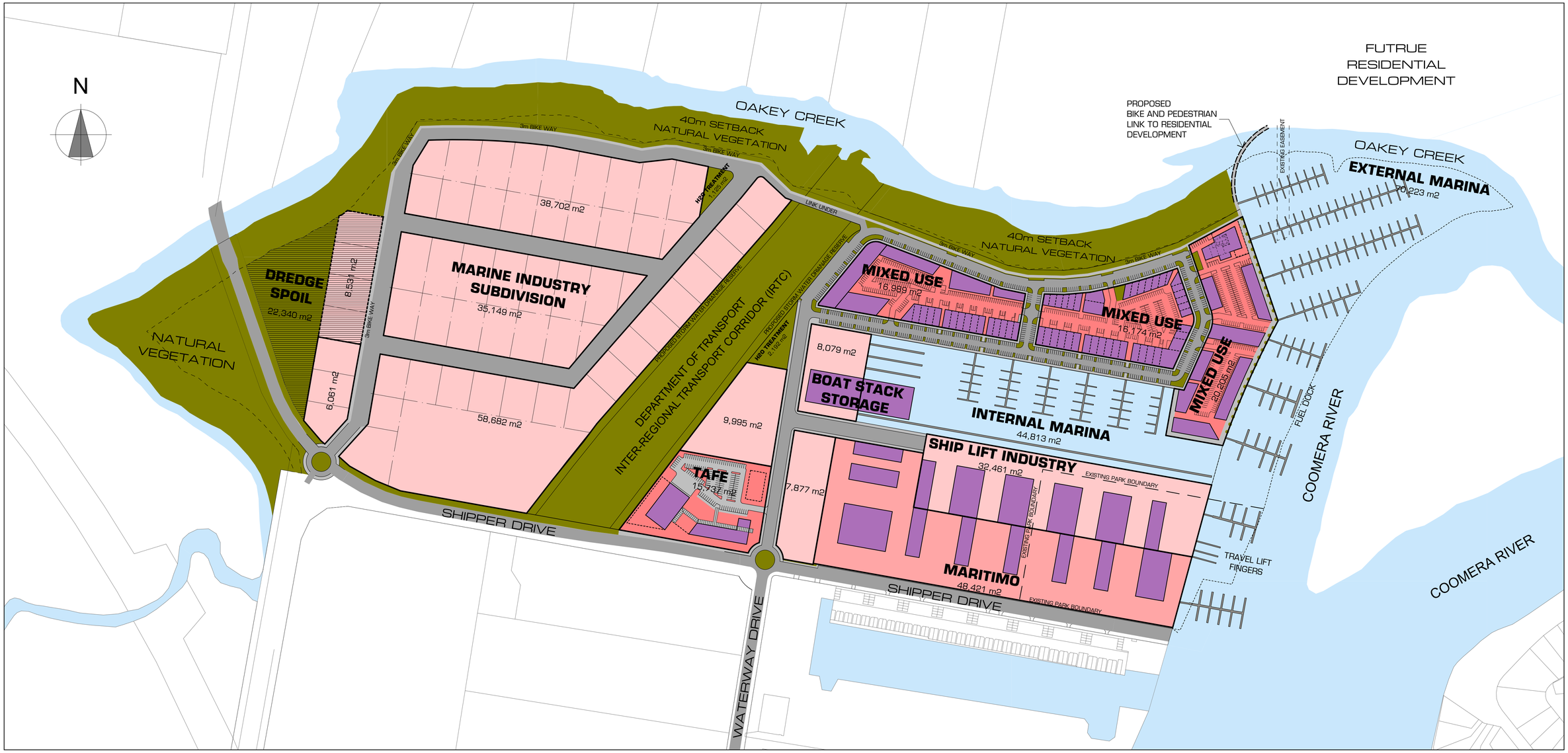
It is clear that, in light of the complex regulatory background, the potential environmental impacts and importance of the development to the locality, region and State, there are compelling reasons why the Gold Coast International Marine Precinct should be declared a significant project.

The proposed Gold Coast International Marine Precinct seeks to enhance the existing Gold Coast Marine Precinct through the development of a new integrated marine industry facility. The facility has been designed in consultation with, and is proposed by, existing industry figures.

The facility has been designed to accommodate production facilities, suppliers and service industries to accommodate integrated growth of the marine industry with particular focus on export opportunities. The scale of the proposal enables synergies and supply chain opportunities to be maximized assisting with industry competitiveness.

The proposal is projected to significantly contribute to employment opportunities, the local economy and potential export opportunities.

PO Box 206 NOOBY BEACH QLD 4218
Phone: 07 5526 1500
Fax: 07 5526 1502
admin@planitconsulting.com.au



DEVELOPMENT SCHEDULE

TOTAL SITE AREA:	**635,669m²**
TOTAL LAND DEVELOPMENT AREAS:	**323,063m²**

MIXED USE (NET AREA)	
TAFE COLLEGE	15,737m²
MIXED USES	53,368m²
TOTAL:	**69,105m2**
DREDGE SPOIL AREA:	**22,340m2**

INDUSTRIAL USE (NET AREA)	
MARITIMO:	48,421m²
(BUILDING GFA: 12,521m2)	
BOAT STACK STORAGE:	8,079m²
SHIP LIFT INDUSTRY:	32,461m²
MARINE INDUSTRY:	164,997m²
TOTAL:	**253,958m²**

MARINA USE:	
EXTERNAL	70,223m²
280 BERTHS	
INTERNAL	44,813m²
110 BERTHS	
TOTAL:	**115,036m²**

JOINT VENTURE PARTNERS

PROPERTY SOLUTIONS GROUP AUSTRALIA

Maritimo®

MASTER PLAN

Gold Coast International marine precinct

Push architecture masterplanning interiors

Date: 7/8/07
Job Number: 406.06
Scale: 1:2500 @A1, 1:5000@A3
Drawn: MC
Drawing No. SK-01
Issue C