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190 Farry Road,
Burpengary East
QLD 4505

Town Planning Report

Project Name: North
Harbour PDA Early
Development Area
Subdivision

Client Name: North
Harbour Holdings Pty
Ltd

Disclaimer

This report has been prepared in accordance with the scope of services described in the contract or agreement between Place Design Group Pty Ltd ACN 082 370063 and the Client. The report relies upon data, surveys, measurements and results taken at or under the particular times and conditions specified herein. Any findings, conclusions or recommendations only apply to the aforementioned circumstances and no greater reliance should be assumed or drawn by the Client. Furthermore, the report has been prepared solely for use by the Client and Place Design Group accepts no responsibility for its use by other parties.

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Document Control

Table 1: Issue History			
Document Title	Version	Date Issued	Issued To
Draft Town Planning Report	1	15/10/2025	Client
Final Town Planning Report	2	17/10/2025	EDQ

Applicant Details

Table 2: Applicant Details	
Applicant	North Harbour Holdings Pty Ltd c/- Place Design Group Pty Ltd Level 3/ 109 Edward Street, Brisbane City Queensland, 4000
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Attachments

Table 3: List of Attachments		
Attachments	Name	Provided by:
Attachment 1	PDA Development Application Form	Place Design Group Pty Ltd
Attachment 2	Property Searches	Place Design Group Pty Ltd
Attachment 3	Landowner's Consent	North Harbour Holdings Pty Ltd
Attachment 4	Reconfiguration of a Lot Plan	Place Design Group Pty Ltd
Attachment 5	Plan of Development	Place Design Group Pty Ltd
Attachment 6	Landscape Concept Plan	Place Design Group Pty Ltd
Attachment 7	Transport Assessment	Bitzios Consulting Pty Ptd
Attachment 8	Flood Management Plan	SLR Consulting Pty Ltd
Attachment 9	Engineering Services Report	Egis Consulting Pty Ltd
Attachment 10	Stormwater Management Plan	Design Flow Consulting Pty Ltd
Attachment 11	Responses to PDA-Development Requirements	Place Design Group Pty Ltd
Attachment 12	State Interest Mapping	Place Design Group Pty Ltd

Site and Proposal Summary

Table 4: Site & Proposal Details	
Site Address	190 Farry Rd, Burpengary East QLD 4505
Real Property Description	Lot 1 on SP332514
Total Site Area	233.3 ha
Landowner(s)	North Harbour Holdings Pty Ltd
Applicant	North Harbour Holdings Pty Ltd c/- Place Design Group
PDA development instrument	North Harbour PDA Interim Land Use Plan (ILUP) July 2025
Precinct	Precinct 1: Residential
Easements	Easement BR on SP288121
Development Assessment Mapping (DAMS)	<p>SEQ development area</p> <ul style="list-style-type: none"> - SEQ Regional Plan land use categories <p>Coastal management district</p> <ul style="list-style-type: none"> - Coastal area - erosion prone area - Coastal area - medium storm tide inundation area <p>Fish habitat areas:</p> <ul style="list-style-type: none"> - Queensland waterways for waterway barrier works <p>Water resources:</p> <ul style="list-style-type: none"> - Water resource planning area boundary <p>Native vegetation clearing:</p> <ul style="list-style-type: none"> - Regulated vegetation management map (Category A and B extract);
State Planning Policy (SPP) Interactive Mapping System (IMS)	<p>Biodiversity</p> <ul style="list-style-type: none"> - MSES - Regulated vegetation (intersecting a watercourse) - MSES - Regulated vegetation (category B) - MSES - Regulated vegetation (essential habitat) - MSES - Wildlife habitat (koala habitat areas - core) - MSES - Wildlife habitat (endangered or vulnerable) - MSES - Regulated vegetation (wetland) <p>Coastal Environment</p> <ul style="list-style-type: none"> - Coastal management district <p>Natural Hazards Risk and Resilience</p> <ul style="list-style-type: none"> - Flood hazard area - local government flood mapping area - Medium storm tide inundation area - Bushfire prone area - Erosion prone area <p>Development And Construction</p> <ul style="list-style-type: none"> - Priority development area <p>Agriculture</p> <ul style="list-style-type: none"> - Agricultural land classification - class A and B
Description of Proposed Development	PDA development application for a PDA development permit for Reconfiguring a Lot (250 residential lots and park) in accordance with a Plan of Development

Introduction

This following town planning report has been prepared by Place Design Group on behalf of North Harbour Holdings Pty Ltd (the applicant) in support of a PDA development application over land located at 190 Farry Road, Burpengary East QLD 4505, and described as Lot 1 on SP332514 (the site).

The applicant seeks a PDA development approval for a PDA development permit for Reconfiguring a Lot (250 residential lots, park and balance land) in accordance with a Plan of Development.

The proposed 250 residential lots will provide a logical extension to existing stages of the North Harbour master planned community, enabling the early delivery of additional housing supply. The proposed residential lots have been designed to accommodate a diverse range of dwelling houses, comprising attached and detached products, providing a high degree of housing quality and choice, with the future establishment of dwelling houses regulated by the provisions of a proposed Plan of Development.

Further details of the proposed development are provided in section 2.0 of this report.

Based on the following assessment and findings of supporting technical analysis, it is considered that the proposed development is consistent with the relevant elements of the North Harbour PDA Interim Land Use Plan (ILUP) and should be favourably considered, subject to reasonable and relevant conditions.

1 Site Characteristics and Context

1.1 Site Characteristics

1.1.1 Location and Property Description

The site is located at 190 Farry Road, Burpengary East, and is described as Lot 1 on SP332514. It comprises one irregular shaped land parcel that sits between the Caboolture River to the north and earlier stages of the North Harbour residential community to the west. The site has a total area of approximately 233.3 ha and is severed by existing road reserve, being an unformed section of Farry Road. Aerial photography of the site and its boundaries are shown in **Figure 1**.



Figure 1: Aerial photography and site boundaries (Source: Queensland Globe, 2025)

The site is situated approximately 6km south-east of the Caboolture CBD and approximately 14km north-west of the Redcliffe CBD. Vehicular access to the site is currently provided by Farry Road which connects to Uhlmann Road, and Buckley Road via Cobb Road. With Buckley and Uhlmann Roads linking directly with the Bruce Highway, which is positioned approximately 2.3km to the site's west, the site is considered to have an excellent level of access to the established higher order road network. It is noted that this level of vehicular access will be elevated following completion of North Harbour Boulevard, being a new arterial road connection to the Bruce Highway via Buchanan Road, connecting to the site's western boundary at the 'primary access location' identified on *Map 7* –

Precinct 1: Residential of the ILUP. Once constructed, access to the proposed development will be available from the west via Buckley Road.

Excluding some isolated stands of trees occurring in the site's north-west and south of Farry Road, the site has been cleared of vegetation and contains two dams and three minor waterways draining northwards to the Caboolture River. These site features will be unaffected by the proposed development.

In terms of elevation and topography, the site is best described as flat to gently sloping. Site contour levels range from 4m on AHD at the site's north-western corner to 2m on AHD at the site's northern and eastern boundaries. The site's digital terrain is shown in **Figure 2**.



Figure 2: Digital terrain mapping (Source: Queensland Globe, 2025)

1.1.2 Land Ownership, Easements Encumbrances and Interests

As shown in the title search and easement documents included at **Attachment 2**, the site is owned by North Harbour Holdings Pty Ltd and is subject to an existing easement described at Easement BR on SP288121. Further details of the existing easement are provided in **Table 5**.

Table 5: Easement Details				
Easement description and ref number	Property Description	Burdening	Benefitting	Purpose
Easement BR on SP288121 Ref: 719008084	Lot 1 on SP332514	Lot 1 on SP332514	Northern SEQ Distributor-Retailer Authority (trading under the name of Unitywater)	Sewer rising main

Easement BR on SP288121 extends along part of the site's south-western and southern boundaries. It will be contained within proposed linear open space and will be unaffected by the proposed development. The spatial extent of Easement BR on SP288121 is shown in **Figure 3**.

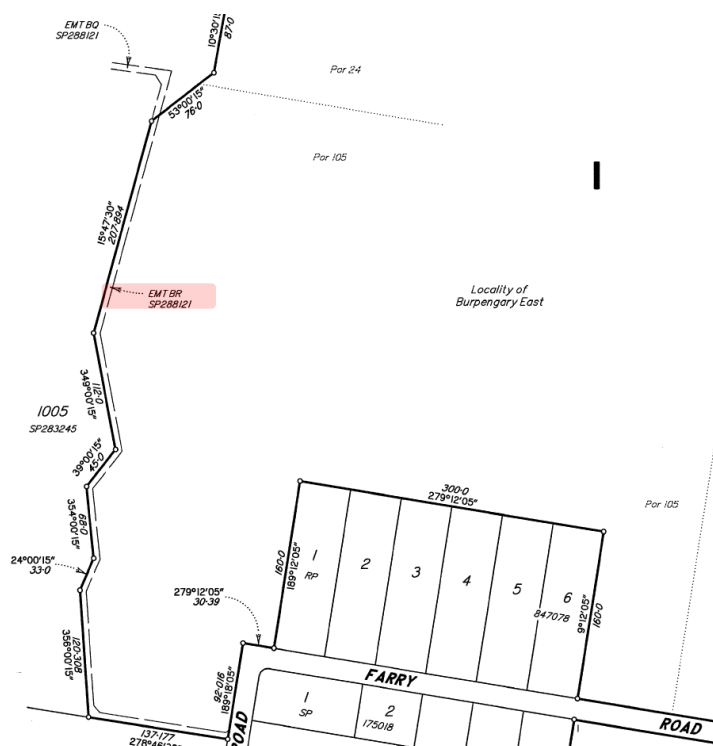


Figure 3: Spatial extent of Easement BR on SP288121 (Source: SP332514)

1.1.3 Project Background, Existing Land Uses and Relevant Approvals

North Harbour is a mixed-use master-planned community comprising an area of approximately 785 ha, located in Burpengary East between the Bruce Highway and the Caboolture River. The project has regional significance, with more than 1,500 homes already delivered, and another 1,150+ homes in the pipeline, being either under construction or approved.

In addition to its residential components, North Harbour includes a major Mixed Industry and Business Area (MIBA), designed to support a variety of industrial and commercial uses. The MIBA forms part of a broader 74 ha commercial and industrial land release, providing local and regional employment and training opportunities as well as local retail and community facilities.

North Harbour's residential and commercial offerings are supported by approximately 420 ha of expansive and multi-functional open space. Specifically, the development includes a wide array of parks, open space and eco-corridors, such as Reflections Park, Habitat Park, Heritage Park and mountain bike trail, and the Raff Creek Eco-Corridor. These project elements are designed to promote outdoor recreation and environmental stewardship.

With the declaration of the PDA, North Harbour is set to enable an additional 3,700+ new homes and major contributions to the local economy through the delivery a new marina, together with associated industry, retail, tourism and hotel facilities.

The above-mentioned elements of the North Harbour master-planned community are illustrated in **Figure 4**.



Figure 4: North Harbour mixed-use master-planned community (Sources: Place Design Group, 2025)

The North Harbour project has a significant planning and environmental approvals history. Key approvals only are identified in **Table 6**.

Since receiving Commonwealth Government approval under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC), the applicant has and continues to provide comprehensive ongoing environmental monitoring and reporting in the form of compliance reports.

Table 6: Key planning and environmental approvals

Year approval granted	Description of approval
Oct 2009	<p>Coordinator-General's Environmental Impact Statement (EIS) approval.</p> <p>Key features:</p> <ul style="list-style-type: none"> - 169 ha mixed industry/business area - 911-berth marina - 300-500 dry boat stacker - marina village - community facilities

	<ul style="list-style-type: none"> - residential housing areas - approx. 420 ha of open space
Dec 2012	<p>EPBC Approval (Ref: 2006/2912).</p> <p>Approved action: To develop an approx. 762 ha site for an integrated business park, including residential and marina precincts</p>
Mar 2020	<p>Preliminary Approval overriding planning scheme (Ref: DA/11957/2004/VCHG/3).</p>

The site is currently vacant and has historically been used for agricultural purposes.

1.1.4 Contaminated Land

As shown in relevant searches at **Attachment 2**, the site is not listed on either the EMR or the CLR.

1.1.5 Civil Infrastructure

As outlined in the Engineering Services Report, prepared by Egis, at **Attachment 9** all proposed residential lots can be readily connected to all essential urban services, including reticulated sewer, water, electricity, telecommunications, stormwater and sealed roads. Additionally, proposed servicing arrangements, designs and specifications accord with applicable standards.

1.1.6 Existing Environmental Values

The area of the site comprising the early development area is not considered to have significant ecological value. As evidenced by the state interest mapping provided at **Attachment 12**, this part of the site is not identified as containing environmental values such as regulated vegetation, koala habitat.

In terms of stormwater quality and discharges to the receiving environment, please refer to the Stormwater Management Plan, prepared by Design Flow, at **Attachment 10**.

1.2 Site Context

The site is located within the boundary of the North Harbour Priority Development Area (PDA), which encompasses a total area of 421 hectares. Positioned approximately 4km east of the Bruce Highway and bounded by the Caboolture River, the site is situated around 10km from the Morayfield Centre, 6km from the Burpengary Centre and approximately 14km from the Caboolture Centre.

Due to its undeveloped nature, the site is not currently serviced by public transport. Notwithstanding, future services are expected to operate along North Harbour Boulevard, and the site benefits from strategic access to key secondary and connector roads, including Uhlmann Road and Buckley Road, which provide direct connectivity to the Bruce Highway and surrounding urban centres.

The site is also located in proximity to a range of educational facilities, particularly within Morayfield and Burpengary, including Morayfield East State School, Morayfield State High School, St Eugene College, and Burpengary State School. Key services and community amenities within a 6–9-km radius include Caboolture Hospital (12km), Moreton Bay Sports Complex, Morayfield Police Beat and the Morayfield Shopping Centre. The surrounding land uses include rural residential and rural areas, as well as emerging general residential developments. Earlier stages of the North Harbour Key industry and retail precincts are also located to the west of the site. **Figure 5** below illustrates the contextual features of the immediate surrounding area in greater detail.

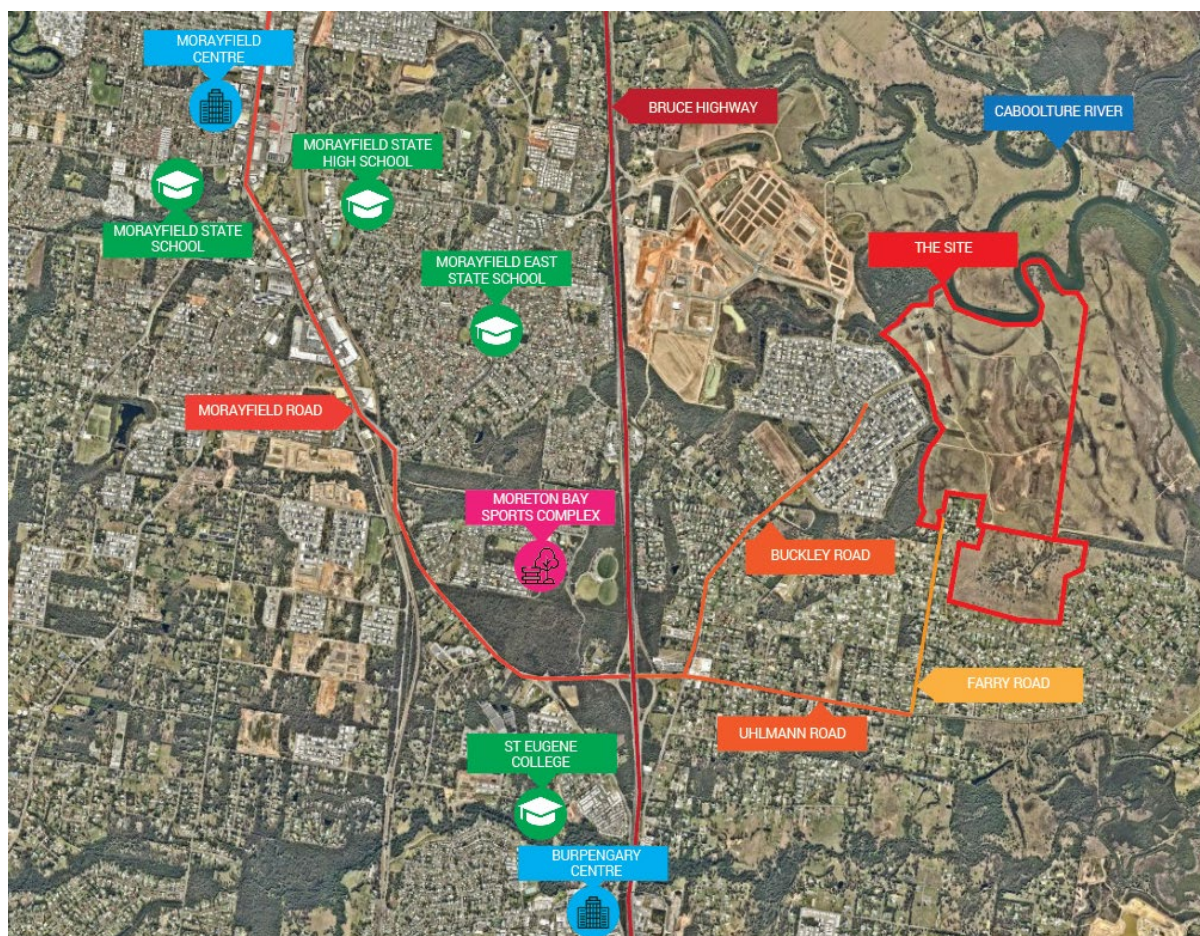


Figure 5: Context Map (Source: Place Design Group, 2025)

2 Proposed Development

The applicant seeks a PDA development approval for a PDA development permit for Reconfiguring a Lot (250 residential lots, park and balance land) in accordance with a Plan of Development.

As shown in the Reconfiguration Plan set at **Attachment 4**, the proposed development seeks to cancel Lot 1 on SP332514 to:

- establish a cadastrally-based precinct boundary separating *Precinct 1 – Residential* and *Precinct 2 – Investigation Area*, as shown in the ILUP.
- provide for the subdivision of *Precinct 1 - Residential* by reconfiguring this part of the site into 250 residential lots, park and balance land.

The proposed residential lots are intended to accommodate a range of dwelling houses, comprising attached and detached housing products, with the future establishment of dwelling houses regulated by the provisions of the proposed Plan of Development enclosed at **Attachment 5**.

The proposed development also features a safe and functional vehicular and active transport network, together with an open space network comprising informal linear parks, formalised neighbourhood recreation park as well as proposed wetlands, providing visual amenity and stormwater management functions.

Further details of the proposed development are provided in section 2.0 of this report.

2.1 Reconfiguring a Lot

2.1.1 Precinct boundaries

In accordance with the proposed Reconfiguration of a Lot plan set at **Attachment 4**, the proposed development will cancel Lot 1 SP332514 to create 250 residential lots within the extent of the site identified as *Precinct 1 – Residential* under the ILUP. In doing so, the proposed development will establish a cadastrally-based precinct boundary that accords with the ILUP, with all land within *Precinct 2 – Investigation Area* contained within a balance lot for future development.

2.1.2 Precinct 1 – Residential (early development area)

The ILUP identifies an 'early development area', comprising the extent of *Precinct 1 – Residential*, for immediate housing delivery. The proposed development responds to this strategic intent by subdividing the extent of *Precinct 1 – Residential* over 10 stages to create the following key elements:

Residential lot mix: 250 residential lots comprising a range of allotment types for the establishment of a diverse mix of houses products, including front and rear loaded freehold attached terrace housing, and a range of detached housing allotments.

As shown in **Table 7**, the proposed lot mix provides a wide variety of residential lots to suit differing budgets, house-hold compositions, lifestyles and preferences. As shown, proposed residential lots range between 25m, 28.5m to 32m in depth, and between 7.5m, 10m, 12.5m, 14m and 18m in width.

Table 7: Proposed Lot Types

Lot depth	Product mix	Width	Depth	No. of lots	%
Detached 32m Deep Products	Traditional	18m	32m	3	1.2%
	Courtyard	14m	32m	12	4.8%
	Premium Villa	12.5m	32m	12	5.2%
	Villa	10m	32m	2	0.8%
Detached 28.5m Deep Products	Traditional	18m	28.5m	1	0.4%
	Courtyard	14m	28.5m	12	4.8%
	Premium Villa	12.5m	28.5m	13	5.2%
	Villa	10m	28.5m	8	3.2%
Detached 25m Deep Products	Traditional	18m	25m	2	0.8%
	Courtyard	14m	25m	17	6.8%
	Premium Villa	12.5m	25m	36	14.4%
	Villa	10m	25m	31	12.4%
Attached 25m Deep Products	Terrace (Rear Loaded)	7.5m	25-32m	50	20%
	Terrace (Front Loaded)	7.5m	25-32m	50	20%
Totals	14 distinct lot typologies	-	-	250	100%

Open space: an open space network including distinct elements, being:

- a centrally located neighbourhood recreation park with an area 6,145m², embellished to a high standard and designed in accordance with PDA Guideline 12 – Park Planning and Design. As shown in the Landscape Concept Plan at **Attachment 6**, proposed embellishments include bicycle parking facilities, lighting, shade structure, half-court basketball court, play areas, tables and seating, active recreation “kick-about” spaces, water bubbler and BBQ.
- linear open space extending from the southern boundary of stage 1 northwards along the site’s western boundary, providing additional informal recreational areas for community enjoyment.
- wetlands positioned within stage 9, providing visual amenity and stormwater management functions. The proposed wetlands are not intended to be publicly accessible.

Primary access and internal road network: Within stage 10, the proposed development includes land to be dedicated as road to create the site’s primary access to Buckley Road and part of the future North Harbour Boulevard. This road connection will link to a currently unconstructed and undedicated section of Buckley Road situated external to the PDA. Once complete, Buckley Road will become the primary vehicular access point to the proposed subdivision. In lieu of the completion of this road connection, access is available via the site’s secondary access, being Farry Road.

To facilitate the delivery of the Buckley Road connection (identified within stage 10), we respectfully request that EDQ impose a condition(s) of approval requiring the design of the Buckley Road connection be subject to compliance assessment, with its dedication and delivery to occur concurrently with the last stage of residential subdivision. This approach will ensure that the site’s ultimate primary access will be available upon the sealing of that last stage of residential subdivision.

The internal road network has been designed in accordance with Council’s Integrated Design for Streets, Roads

and Utilities. Accordingly, all proposed roads are appropriately sized to handle expected traffic volumes and will ensure safe and efficient movement throughout the development. The proposed internal road network features three road typologies, including 16.5m wide local access roads, 14.5m wide esplanade roads, and 7.0-metre-wide laneways servicing rear-loaded terrace lots.

As outlined in the Transport Assessment at **Attachment 7**, traffic modelling indicates only minor increases in traffic volumes resulting from the proposed development. Additionally, it is determined that existing local road network is adequately designed to accommodate the projected traffic generated by the proposed development, and that no mitigation measures or upgrades are required beyond the boundaries of the site.

Staging: As shown on the proposed Reconfiguration of a Lot plan set at **Attachment 4**, the proposed development will deliver a total of 250 residential lots and the proposed open space network over 9 stages. Proposed future road dedications for the Buckley Road and North Harbour Boulevard extensions are contained within stage 10. For a detailed breakdown of the staged delivery of the proposed development, please refer to the yield breakdown table included within the proposed Reconfiguration of a Lot plan set at **Attachment 4**. An extract of the proposed reconfiguration of a lot showing proposed staging and the range of product mix is shown in **Figure 6**.

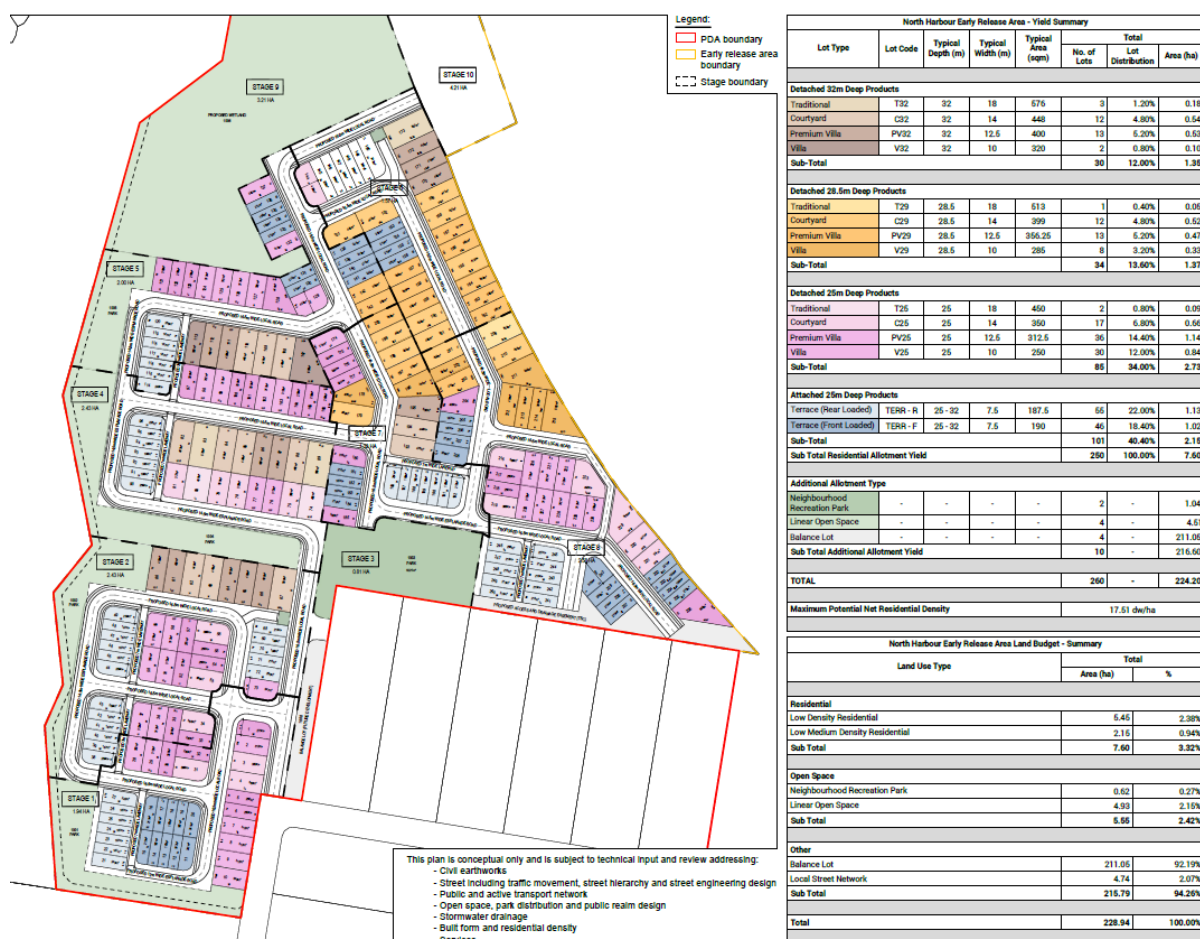


Figure 6: Extract of proposed Reconfiguration of a Lot (Source: Place Design Group, 2025)

2.2 Plan of Development

To regulate the future development of the proposed residential lots, the proposed development includes a Plan of Development at **Attachment 5** which includes a range of design parameters to ensure that only high-quality

housing products are established. Specifically, the proposed Plan of Development details a range of design parameters covering:

- Building setbacks and building envelopes
- Mandatory and optional built-to-boundary wall locations
- Site cover
- Primary frontages for dual frontage housing products
- Preferred driveway locations and minimum driveway widths
- Preferred garage locations
- Letterbox locations.

Whilst proposed setbacks generally align with the parameters of the Queensland Development Code, it is significant to note that all proposed residential lots, excluding proposed terrace lots, feature increased 5m rear setbacks providing generous private open space and elevated levels of residential amenity.

2.3 Technical Documents in Support of Proposal

The proposed development is supported by a suite of technical assessments and reports. Details of these are provided below.

2.3.1 Landscape Concept Plan

A Landscape Concept Plan, prepared by Place Design Group, is included at **Attachment 6**. The Landscape Concept Plan is guided by four core design principles, being:

- **Ecological Integration:** The proposal prioritises the preservation and enhancement of natural systems, with particular attention to biodiversity and sustainable water management.
- **Community Engagement:** Parks and open space are designed to foster social interaction, recreation, and environmental education.
- **Accessibility:** All pathways and public amenities will ensure inclusive access for all users.
- **Staged Delivery:** Landscape elements will be delivered progressively in alignment with the development staging, ensuring timely access to parks and open space infrastructure.

Key proposed landscape design features include:

Neighbourhood Recreation Park (Lot 1003) - A central community hub featuring:

- car and bicycle parking facilities
- lighting, accessible pathways, and public toilets
- shade structures, BBQs, and a mix of covered and uncovered seating
- playgrounds, informal recreation areas, and half-court sports facilities

Minor Linear Parks (Lots 1001–1005) - Designed to enhance walkability and neighbourhood connectivity:

- 1.5m wide pedestrian pathways with turf verges
- informal seating and picnic tables
- strategic placement to link residential areas and promote active transport

Wetland Reserve (Lot 1006) - A 3.16 ha ecological feature that:

- supports local biodiversity
- functions as a key element of the stormwater management system

2.3.2 Transport Assessment

A Transport Assessment has been prepared by Bitzios Consulting and is included as **Attachment 7**. The assessment outlines a staged access strategy, with primary access planned via Buckley Road in future development phases and interim access provided via Farry Road.

The assessment confirms that the proposed internal road network has been designed in accordance with City of Moreton Bay Council standards and are suitable to support the proposed residential yield and ensure safe, functional and efficient movement within the precinct, noting that it has been designed to discourage through traffic to Buckley Road once complete.

Traffic modelling indicates minor increases in network-wide metrics and are well within acceptable thresholds. Consequently, external upgrades are not required or proposed. In summary, the proposed development can proceed without causing adverse impacts on the surrounding transport network.

2.3.3 Flood Management Plan

A Flood Management Plan has been prepared by SLR Consulting and is provided in **Attachment 8**. This plan assesses flood risks and how they can be mitigated.

2.3.4 Engineering Services Report

A Engineering Services Report has been prepared by Egis and is provided at **Attachment 9**. As detailed in the report, all proposed residential lots can be readily connected to all essential urban services including reticulated water, sewer, stormwater, electricity, telecommunications and sealed roads.

2.3.5 Site Based Stormwater Management Plan

A Site Based Stormwater Management Plan, prepared by Design Flow, is enclosed at **Attachment 10**. The report outlines a proposed stormwater management strategy for the proposed development, ensuring compliance with applicable stormwater quality and quantity standards.

3 Statutory Planning Provisions

Relevant statutory provisions are addressed in sections 3.1-3.4 as follows.

3.1 Economic Development Act 2012

3.1.1 Purpose of the Act

The main purpose of the ED Act is to facilitate the following in the State:

- a. economic development;
- b. development for community purposes;
- c. the provision of diverse housing, including, for example, social housing and affordable housing;
- d. the provision of premises for commercial or industrial uses.

The proposed development is considered consistent with the purpose of the ED Act as it seeks to deliver additional housing supply via a diverse range of residential lots to accommodate a variety of detached and attached housing products, as well as a high-quality open space network for community enjoyment. With a construction value of over \$65 million, the proposed development will also make a significant contribution to economic growth supporting high-value construction and trades-person employment opportunities.

3.1.2 PDA declaration and development instrument

The North Harbour PDA was declared on 30 July 2025, and an Interim Land Use Plan (ILUP) was given effect to regulate development in the PDA in a temporary capacity until a development scheme is finalised. Relevant elements of the ILUP are addressed in the following sections of this report.

3.2 North Harbour PDA ILUP

Section 2 – Development Assessment Procedures of the ILUP outlines matters relating to its operation and interpretation, such as:

1. How PDA assessable development achieves consistency with the ILUP
2. PDA assessable development that is required to undergo public notification.

Pursuant to *section 2.4 – Notice of applications* of the ILUP, the proposed development is subject to public notification as it substantially provides for the realisation of development within *Precinct 1 – Residential*.

Relevant PDA development requirements are addressed in section 3.3 of this report.

3.3 PDA Development Requirements

PDA development requirements apply to all PDA assessable development. Relevant PDA development requirements are listed below and are addressed the following sections of this report:

- *Section 4.1: PDA-wide Criteria*, and
- *Section 4.2: Precinct Provisions*.

3.3.1 PDA-Wide Criteria

An assessment of the proposed development against relevant PDA-wide Criteria is provided at **Attachment 11**. As

demonstrated by this assessment, the proposed development complies with all relevant criteria.

3.3.2 Precinct Provisions

As shown in the **Figure 7**, the site is partially included in both Precincts 1 and 2. However, only a balance lot will be created in *Precinct 2 – Investigation Area*, with all proposed residential lots and park contained in *Precinct 1 – Residential*. Accordingly, it is considered that only the Precinct 1 Precinct Provisions are relevant to the assessment of the proposed development.

An assessment of the proposed development against relevant *Precinct 1 – Residential* Precinct Provisions, including an assessment against the Moreton Bay Regional Planning Scheme General Residential zone code (Next generation neighbourhood precinct), is provided at **Attachment 11**. As demonstrated by this assessment, the proposed development complies with relevant precinct provisions.

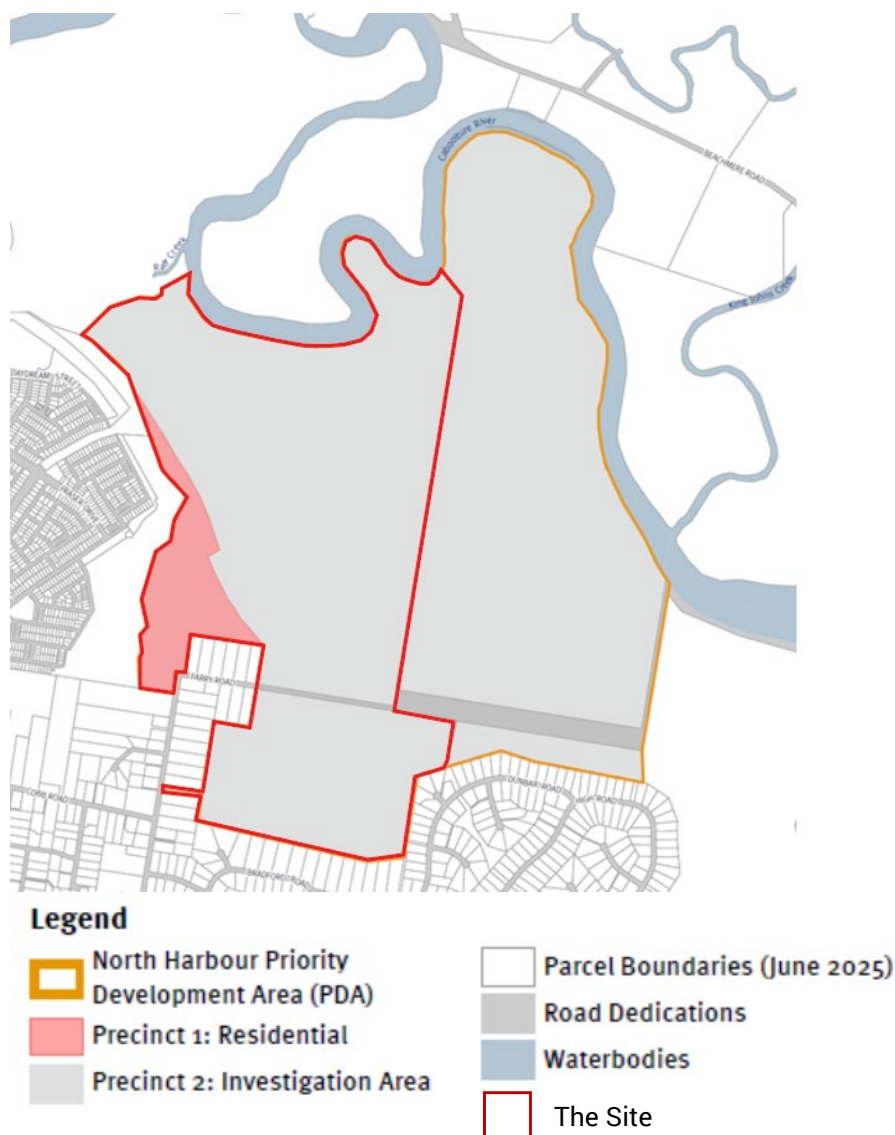


Figure 7: PDA Precinct Plan (Source: North Harbour PDA ILUP, 2025)

3.4 State Interests Assessment

In accordance with section 87 of the ED Act, the MEDQ must consider relevant state interests when deciding a PDA development application.

For the purposes of identifying and addressing relevant state interests in a PDA context, the following provides guidance and are considered in section 3.4.1 of this report.

- *State Planning Policy (SPP)* and associated interactive mapping system (IMS)
- *State Development and Assessment Provisions (SDAP)* and associated development assessment mapping system (DAMS)
- Referral agency triggers under Schedule 10 of the Planning Regulation 2017 (Planning Regulation).

3.4.1 SPP IMS, DAMS and the Planning Regulation

A review of the SPP IMS, DAMS and the Planning Regulation has been undertaken to identify state interests relevant to the assessment of the proposed development.

Drawing on the guidance provided by the SPP IMS, DAMS and Planning Regulation, relevant state interests are identified in **Table 8**, with associated mapping (if applicable) included at **Attachment 12**.

Table 8: State Referral Triggers under the Planning Regulation

Matter of Interest	Schedule 10 of the Planning Regulation 2017 Reference
Infrastructure related referrals	State transport infrastructure generally – MCU (exceeding the thresholds in Schedule 20) Schedule 10, Part 9, Division 4, Subdivision 1, Table 1. Item 1
Tidal works or work in a coastal management district	Reconfiguring a lot in a coastal management district or for a canal Schedule 10, Part 17, Division 3, Table 5, Item 1

Notwithstanding the identification of the state referral triggers in **Table 8**, no further assessment is provided against these interests. This approach has been followed on basis that:

- Erosion prone area mapping in DAMS is inconsistent with Map 5: Coastal Hazards from the ILUP. In accordance with *section 2.7 – Relationship between the Moreton Bay Regional Council Planning Scheme 2016* of the ILUP, Map 5: Coastal Hazards prevails and has been duly addressed as part of the assessment of the proposed development against relevant PDA development requirements, included at **Attachment 11**
- The proposed development will not adversely impact state transport networks.

4 Conclusion

Place Design Group has prepared this town planning report on behalf of North Harbour Holdings Pty Ltd, in support of a development application over the site.

As demonstrated in the preceding assessment, the proposed development complies with relevant elements of the North Harbour PDA ILUP. It should therefore be favourably considered, subject to reasonable and relevant conditions.

Should you have any queries or require further information, please contact **Owen Haslam** on (07) 3852 3922 or owen.h@placedesigngroup.com.