



# TOONDAH HARBOUR

## APPENDIX 1 - A STATE GOVERNMENT TENDER DOCUMENTS



# EXPRESSION OF INTEREST INVITATION

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Toondah Harbour & Weinam Creek  
Redland City

## INFORMATION MEMORANDUM



SOUTH EAST QUEENSLAND'S FIRST  
BAYSIDE DEVELOPMENT OPPORTUNITY IN  
20 YEARS



E-TENDER REF #: EDQ-10-229/14





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# 1.

## Expression of Interest Invitation

On behalf of Economic Development Queensland (EDQ) and Redland City Council (RCC), JLL and Ray White are pleased to offer two significant and rare waterfront development opportunities both located within the South East Queensland Region (SEQ) —Toondah Harbour Priority Development Area and Weinam Creek Priority Development Area.

Both of these locations act as a gateway to the iconic Moreton Bay and are located, around 30 kilometres and 50 kilometres south of Brisbane respectively. Brisbane is Australia's 3rd largest city and SEQ is one of Australia's fastest growing regions. Toondah Harbour provides direct access to the renowned North Stradbroke Island ('Straddie') and Weinam Creek to the Southern Moreton Bay Islands. These are the primary access points for these popular destinations for both locals and tourists.

These two priority development areas are currently underutilised and are not befitting of their prime waterfront location and important strategic context.

At its core, this revitalisation process is an opportunity to celebrate the regions' unique bay-side locations to deliver renewed development and investment for the community and ultimately create a vibrant, sustainable space for visitors and locals.

The opportunity for inbound developers is to play a crucial role in this transition, with the support of EDQ and RCC. With streamlined planning within Priority Development Areas (PDAs), highly flexible commercial terms and a unique setting; Toondah Harbour and Weinam Creek provide an unrivalled opportunity to develop iconic integrated residential, retail and tourism developments.

Toondah Harbour PDA (total area of 67 hectares including 49.5 hectares over water) and Weinam Creek PDA (total area of 42 hectares including six hectares over water) provide for a flexible development offering. Expression of Interest (EOIs) for integrated development of all or part of State and Council owned land within the PAs are sought. Key developable land parcels included in the offering comprise:

- 6.9 hectares at Toondah Harbour
- 10.9 hectares at Weinam Creek

In addition, there is opportunity to develop land within the PDAs below the High Water Mark.

Both EDQ and RCC are committed to the revitalisation of these two key sites, and are seeking the expertise, passion and creativity of the development industry to deliver outstanding bayside development.

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# 1.1

## The Opportunity

This is an exceptional opportunity for organisations or consortia to deliver a significant high quality mixed use waterfront and marina development, and the first such opportunities offered in SEQ in over 20 years. Key attributes include:

- highly flexible commercial terms that can reduce holding costs and support earlier development and cost effective delivery of key components (e.g. infrastructure in lieu of payment)
- the development schemes for the PDAs provide certainty regarding planning processes to streamline the development outcomes. In particular, it provides certainty around acceptable densities and uses while providing a flexible planning framework
- opportunity to leverage the prime waterfront locations, with attractive foreshore and stunning views, to attract high quality residential development, marina and waterfront retail occupiers
- benefit from the sites' established roles as the gateways to Moreton Bay and the Bay Islands, (including North Stradbroke, Macleay, Lamb, Karragarra and Russell Islands) which drives significant tourism and local visitation to the sites
- strong support from the state government (through EDQ) and local government (RCC) for integrated development outcomes
- the scale of the total offering provides the opportunity to secure a long term development pipeline
- opportunity to leverage the benefit of surrounding population and development e.g. Raby Bay's premium residential market and Weinam Creek's strong population growth drivers
- significant base of demand and strong growth in recreational boating for both catchment areas, and the first major new marina development opportunities offered in SEQ in over 20 years, providing a rare opportunity to deliver new marina product with limited direct competition
- ability to deliver quality oceanfront retail that will act as a significant attractor to drive the desirability of new residential development and attract visitors to each location.



# 2.

## About Priority Development Areas & The Government Parties

EDQ was established by the Queensland Government to facilitate economic development in key areas. EDQ plays a key role in streamlining and fast-tracking development throughout the state. This is achieved through the provision of a streamlined development assessment process.

EDQ develops strong relationships with government agencies, councils, business and industry to facilitate projects that generate employment opportunities and provide commercial, residential and industrial solutions in an innovative way. EDQ exercises the functions of the Minister for Economic Development Queensland (MEDQ). The MEDQ has broad powers including declaring and planning for Priority Development Areas (PDAs), deciding development applications, carrying out economic development and development for a community purpose both inside and outside PDAs, coordinating the provision of infrastructure, constructing roads and fixing infrastructure charges and dealing in land.

### About the PDAs and significant benefits of the development schmes

Recognising the importance of both sites to the community and visitors to SEQ alike, RCC requested that the sites be granted PDA status to facilitate development including roads, public domain, access, amenity and mix of uses. The Toondah Harbour and Weinam Creek PDAs were declared on 21 June 2013, to provide opportunities for mixed use and medium density residential development in addition to tourism and retail based development, ferry terminals, open space and potentially private berth marinas at both locations. Proponents may, however, suggest alternative proposals that will achieve the PDA visions.

The PDAs are subject to PDA development schemes—regulatory documents that control land use, infrastructure planning and development in the area. Approved by the MEDQ, the development schemes ensure development is well planned and can support accelerated delivery of development by providing certainty to developers, RCC, state agencies and the community about the type and form of development that can occur in the PDAs.

The development schemes set out criteria for the assessment of development applications. The process for development assessment with PDAs is streamlined. Specifically, benefits to the streamlined planning process that the schemes provide include:

- code assessable development provisions
- no state agency referrals, after DA's are lodged
- no third party appeal rights
- an applicant can only appeal a nominated assessing authority condition and development applications are generally decided within 40 business days.

For Toondah Harbour and Weinam Creek PDAs, the MEDQ has delegated its development assessment function and powers to RCC.

### Redlands - Open for Business

Redland City is located in one of the fastest growing regions in Australia and is unique in its approach to economic development. Redland City's diverse economic base has shown consistent growth over the past 12 years. Gross Regional Product (GRP) has risen by 16 percent in six years, and this strong economic growth is forecast to continue across a range of industry sectors. Key industry sectors forecast to grow include health care and social assistance, retail trade, education and training and construction.

Redland City is open for business and investment with these two prime waterfront precincts singled out as PDAs marking a new era in economic activity for the Redlands.

RCC is at the forefront in developing best practice for council planning systems by providing a raft of incentives that serve as catalysts for projects, delivering jobs and growth. Among the measures introduced to make Redland City a more affordable place to do business are targeted regulatory and financial rewards such as generous rate and fee discounts, concessions on carparking requirements and fast-tracked assessments and approval. This has resulted in more certainty and less frustration for developers and investors. The council is continuing to cut red tape and streamline council processes to make it easier to do business.

RCC is also committed to the revitalisation of the Cleveland and Capalaba central business districts and is encouraging investment in the burgeoning health and education sectors in the city.

### Vision for development of the PDAs

The government parties have developed clear and strong visions for the development of these sites. This vision for each site sets the foundation for the future development of high quality mixed use outcomes that reflect the exceptional qualities of these prime sites.

#### Weinam Creek PDA Vision:

The Development will:

- lead the way for Redland Bay in establishing new and highly sought after housing and business choices, it will engage the Redland Bay community with the bay through a richer range of experience and activities.
- ensure Weinam Creek continues to be the key access point to the Moreton Bay communities and associated waters, and will grow to offer a diverse range of facilities that enable convenient access to this part of the bay.
- make stronger contributions to the development of the community. Integrated development and infrastructure provision will not only strengthen the community but also leverage growth of allied businesses.
- capitalise on favourable conditions to provide an extensive and diverse range of open space areas, from formal through to natural, and is an opportunity to deliver a rich tapestry of landscape on the bay.
- support and leverage tourism to the islands through the provision of a range of water based transport and boating facilities.
- provide a mixture of residential, commercial and retail development, with significant areas of open space along the waterfront, embracing the local culture, waterfront location and exceptional views.
- complement the Redland Bay retail centre, and provides appropriate infrastructure including parking that supports the growing population and needs of the community.
- respect and value marine based ecology and seeks to protect matters of ecological significance.

#### Toondah Harbour PDA Vision:

- The site is transformed into a high quality destination, providing a high standard of amenity that elevates the status of the area as the launching point to one of SEQ's most important tourist destinations— North & South Stradbroke Islands.
- Development establishes Toondah Harbour as a high quality urban environment that capitalises on the benefits of Moreton Bay and provides opportunities for a range of activities.
- Development complements the Cleveland CBD and its revitalisation and provides appropriate infrastructure that meets market expectations for safety, comfort, convenience, information and service delivery..
- Development creates opportunities for mixed use and medium density residential development.
- New areas of public open space enhance opportunities to enjoy the waterfront and Moreton Bay and support Aboriginal stewardship and reconciliation.
- Pedestrians, cyclists and vehicles are afforded safe and efficient movement options, which connect with public transport, the waterfront and community focal points.
- Development respects and values marine and land based environments and seeks to protect matters of ecological significance.



# 3. TOONDAH HARBOUR





# 3.1

## Location Overview

### Unrivalled waterfront location

Toondah Harbour PDA is located on the southern shores of Moreton Bay in Cleveland, a centre with a long and prestigious history in the growth of Queensland. It is located 30 kilometres southeast of the Brisbane CBD and 1.5 kilometres from the Cleveland town centre, which is the main commercial and retail hub for the area. Toondah Harbour is the closest mainland access point for vessels travelling to and from North Stradbroke Island.

The PDA covers a total area of 67 hectares, of which 17.5 hectares is waterfront or near waterfront, with the balance being comprised of land below High Water Mark within the Moreton Bay Marine Park.

### Amenity and lifestyle benefits

Amenity within the general region has been well established in Raby Bay and pockets within the region. To date, there have been few opportunities for mixed use developments that capitalise on the prime waterfront aspects in the area, with most oceanfront development limited to lower density residential product. As such, Toondah Harbour offers this opportunity to provide a unique and new mixed use offering within Redland City to leverage the attractive attributes of this bayside location.

In addition, the PDA contains the popular GJ Walter Park and other open community space, which is proposed to be integrated with future development. The Grandview Hotel, built in 1851 and Queensland's oldest licensed venue, overlooks the park and is an iconic hotel and significant destination for locals and daytrippers from across SEQ.

### Access and transport hub

Toondah Harbour operates as a transit hub linking Cleveland to North Stradbroke Island. Regular vehicle and passenger ferry and water taxi services to North Stradbroke Island depart from the terminals at Toondah Harbour, and private recreational vessels use the harbour as a launching area to travel to the Bay islands.

There is high quality public transport connectivity within the PDA, with public transport facilities consisting of two bus stops on Emmett Drive, which serve each of the passenger ferry terminals. The site has the added significant benefit of close proximity to the Cleveland train station, which provides direct access to the Brisbane CBD and airport.

The main road link into the Toondah Harbour PDA is via Middle Street, which acts as a collector for traffic from the external road network.



Cleveland Town Centre





# 3.1

## Location Overview (Continued)

### Surrounding premium residential product

In close proximity to Toondah Harbour is the premium canal based residential community of Raby Bay. This project commenced construction in 1983 and was one of the first large scale master planned communities to embrace canal living in SEQ. The development was successful in drawing an affluent demographic to the region. This market segment is still considered premium some 30 years later, reflecting strong demand for this prime bayside location and highlighting the strong potential for Toondah Harbour to leverage off the success of Raby Bay. Major drivers include:

### Higher price points achieved

The median sales price for houses within the Raby Bay development was \$1.2 million for YTD2013 compared to \$505,000 for broader Redland City.

### The depth of the premium market

The size of Raby Bay also provides a good indication as to the market depth of this premium market. Between 2002 and YTD2013, there were 467 sales (both new and resales) within the Raby Bay community with an average of approximately 40 sales per annum. With Toondah Harbour providing the first waterfront development in the catchment since the completion of Raby Bay, there is a significant opportunity to cater to potential buyers in the area seeking quality new waterfront property.

### Strong recreational boating community to support marina development opportunities

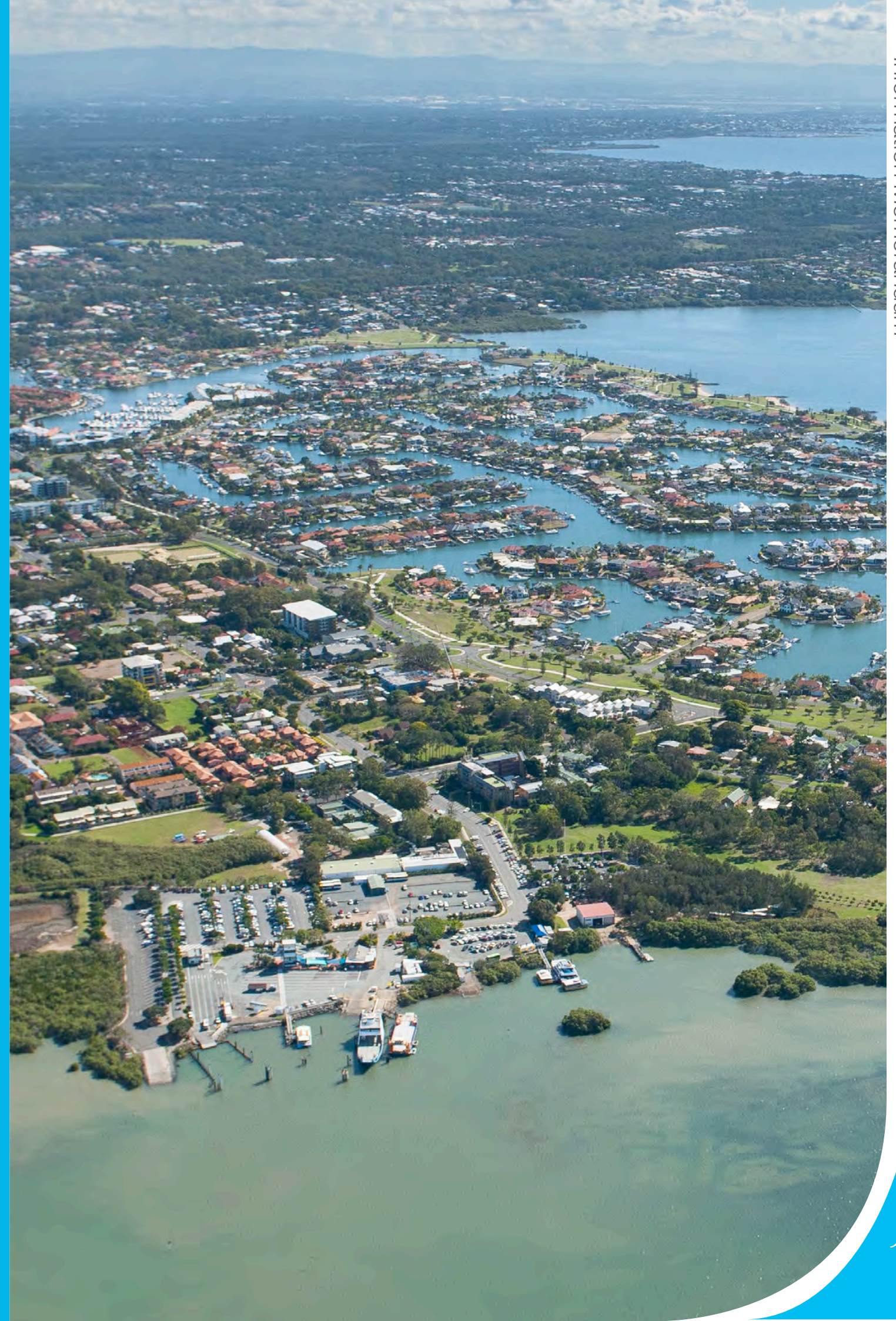
The long coastline, bay islands and quality recreational and boating and fishing opportunities have driven a strong recreational boating market within Redland City. Key drivers that demonstrate the strength of this sector and highlight marina development opportunities, as well as associated retail and residential developments include:

- As at June 2012, there were 79,660 boats registered in the catchment area, with approximately 32 per cent in Brisbane and 14 per cent in Redland City
- An analysis of recreational boat registrations for this primary catchment area indicates strong growth over the last 10 years to June 2012. Growth in total registrations have averaged around 2,581 per annum over this period.
- In the 2011- 2012 period, boat registrations increased by 581 vessels within the catchment.

### Strong demographic profile

Toondah Harbour PDA is part of Cleveland Statistical Area 2 (the catchment). Key demographic features of the catchment include:

- a strong home ownership profile, with a much higher rate of home owners (37.5 per cent) compared with the broader area (32.4 per cent) and Brisbane (27.9 per cent)
- an established townhouse market, with semi-detached housing accounting for 23.6 per cent of the total housing stock, compared to the Brisbane average of 8.5 per cent
- an affluent population located within adjacent Raby Bay, with high median income levels of \$2,885 per week.







Cleveland Showgrounds

Capalaba CBD

Cleveland State School

Cleveland CBD

Stockland Shopping Centre

Brisbane CBD

Ormiston College

Ormiston State School

Raby Bay

Birkdale Train Station

GJ Walter Park

Wellington Point State High School

Grand View Hotel

Manly Boat Harbour

Toondah Harbour PDA Area



# 3.2

## Subject Land Details

This EOI invitation refers to approximately 6.8 hectares of state and council-owned developable land within the PDA, as identified in the table and figure below.

Proposals can be based on all subject land and land below the High Water Mark in the PDA, or individual components.

While significant parcels of state owned land in the PDA are currently not in suitable tenure, the state government is in the process of resolving native title and expects to conclude tenure arrangements in coming months. In preparing submissions, proponents should assume the subject land will be available in freehold.

With respect to any proposed leases of land below the High Water Mark (i.e. future wet leases), these may be made available on a long term basis.

### Land owned by Transit Systems

The majority of land within the PDA is owned or controlled by the state government or RCC, with one large site owned freehold by Transit Systems, the parent company of Stradbroke Ferries. Transit Systems are flexible with regard to their land being considered in the development outcome as long as their operational requirements can be provided for (refer Appendix 2 for letter from Transit Systems).

Map REF	Lot No.	Tenure	Landowner	Trustee or Permittee if applicable	Current Use	Area (m2)
2	L58 SP115554	Freehold	RCC	Leased to Transit Systems	Maintenance facility	7,120
10	L1 RP145396	Freehold	RCC	N/A	Council facility	6,155
11-13	L33-35 C618	Freehold	RCC	N/A	Council facility	4,424
9	L19 SP115544	Freehold	RCC	N/A	Council facility	7,587
7	L20 SP153278	Reserve for Strategic Land Management *	State of Queensland	RCC	Car park and boat ramp	13,920
3	L79 SL7088	Reserve for Local Government Purposes*	State of Queensland	RCC	Ferry operations and car park	3,072
4	L119 SL9713	Reserve for Local Government Purposes (Public Amenities) *	State of Queensland	RCC	Ferry operations and carpark	164
1A 1B	Part of L66 SP115554	Reserve for Park*	State of Queensland	RCC	Part sub-leased to Transit Systems, part car park	Part A: 4,448 Part B: 1,720
5	L80 SL9713	Leasehold	State of Queensland	Stradbroke Island Ferries	Ferry operations	7,730
6	L22 SP153278	Leasehold	State of Queensland	RCC	Ferry operations	1,665
14	L4 SL12281	Freehold	RCC	N/A	Council facility	1722
8	L21 SP125288	Reserve for Strategic Land Management	State of Queensland	RCC	Ex dredge spoil pond	7,951
Total area						67,678sqm

Please refer to map 1.1 on the opposite page for map reference locations.  
\*Proponents should assume the land (wet lease expected) will be available in Freehold.





# 3.3

## Desired Project Outcomes

To realise the vision, the government parties require that overall development at Toondah Harbour achieves the outcomes articulated in the Toondah Harbour PDA Development Scheme. Proponents may suggest alternative and innovative proposals that will achieve the following desired outcomes:

**Toondah Harbour plaza:** A new plaza and passenger ferry terminal/s with a ticketing and information centre for Moreton Bay and Stradbroke Island connects the commercial ferry operations and the mixed-use urban village and marina precinct.

**Working harbour:** Passenger services are located at the northern end of the commercial harbour and vehicle ferry services operate uninterrupted to the south of the commercial harbour throughout all stages of the project. The existing swing basin is extended to facilitate more efficient manoeuvring. Fison Channel is gradually straightened and widened over time.

**Marina:** A staged marina development provides for up to 400 berths within the declared PDA boundary. It is accessed from a new narrow, shallow channel allowing commercial and recreational vessel movements to be separated.

**Mixed-use urban village core:** A mixed use village comprising 5,000sqm GFA of retail which includes a 1,000sqm convenience supermarket and an additional 2,500sqm GFA of commercial floorspace. The village flanks Middle Street and establishes the PDA as a tourism and residential address. The village has frontage to the ferry harbour, marina, Middle Street and the koala habitat areas to the west. The village will deliver a range of uses, activities and experiences that are consistent with the PDA's intended role as a community, tourism and recreation destination. Retail uses are concentrated at ground level around the new plaza delivering an active urban environment. Destination retail and dining at Toondah Harbour attracts day visitors, improves the tourism amenity for island traffic and builds on and complements the Cleveland CBD offering. High quality architecture strengthens local identity and contributes to the image and quality of the PDA.

**Residential:** A diverse range of housing types has a strong focus on medium density housing supply. Building forms generally range in height from seven to ten storeys. Taller mixed use buildings are located towards the marina and harbour providing retail, residential and employment opportunities.

**Toondah Harbour Pier:** A new high-density mixed use pier provides marine and tourism-associated retail, business and residential opportunities. The highest density buildings overlook the marina. Lower density live/work dwellings have an address on the southern access street beside the ferry harbour. This new mixed use precinct is established through gradual reclamation of land from marina cut and fill and longer-term dredge spoil disposal.

**Vehicle ferry precinct:** Facilities for two independent ferry operators are provided.

**GJ Walter Park:** Upgrades to the existing recreational area and dog park at GJ Walter Park, reflect the heritage and ecology of Cleveland and Moreton Bay.

**Street network:** A grid system of street connections is provided. The existing road network is upgraded in addition to providing additional street links to improve circulation. Middle Street functions as a trunk collector. Wharf Street is extended to the south and east to connect to the ferry/marine ramp zone.

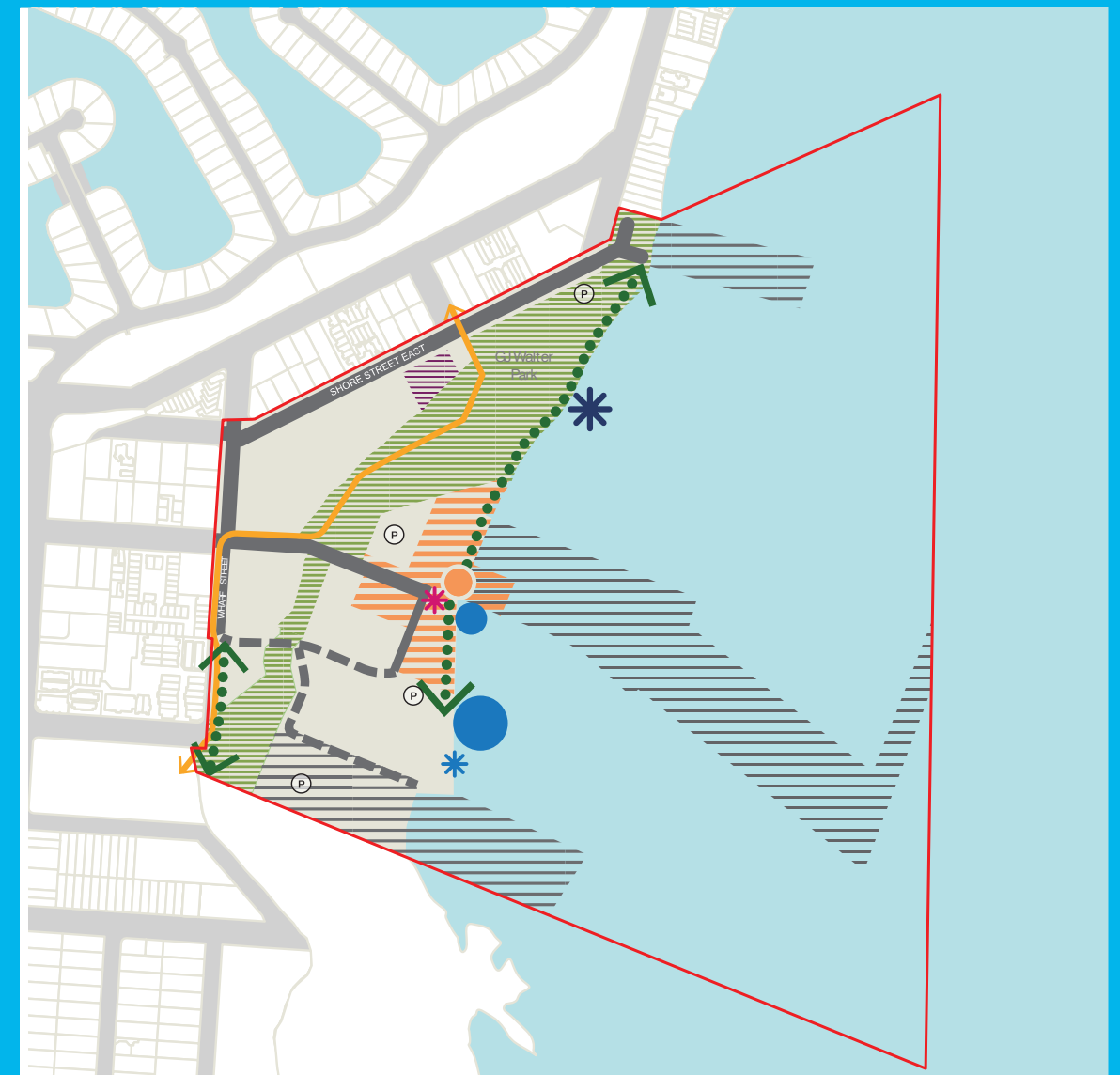
**Pedestrian and cycle network:** A generous waterfront promenade (minimum 4.5 metres wide) provides linear connectivity along the waterfront and passive and active recreational opportunities. A network of high quality pedestrian and cycle routes include a link into the existing Eddie Santagiuliana Way shared path to the Oyster Point Park and the ferry terminal/s.

**Public transport:** A loop road network takes traffic along Middle Street, past the ferry terminals and north onto Wharf Street, promoting an efficient public transport route with the opportunity to provide one or two additional bus stops within the PDA.

**Car parking:** Parking associated with the ferry terminal is located close to these facilities in a multi-deck arrangement to provide a long term sustainable carparking solution, releasing valuable land for development. The marina has segregated facilities for parking, as required by the operation of this land use. Residential parking provision is provided within the properties to reduce on-street parking requirements within the PDA. Where possible parking is sleeved by built form or softened and screened to make it a more discreet part of the urban landscape.

**Marine services area:** Land reclamation, through the ongoing settlement of dredge spoil, creates land that is utilised for marine services and marine-based maintenance service industries.

## Development Scheme



	Existing Streets		Existing Recreational Boat Ramp
	Proposed New Streets		Bus Stop/Station
	Mixed-use Plaza		Open Space and Koala Corridor
	Mixed-use Node		Sites of Heritage Significance
	Indicative Preferred Location for Marina		Preferred Car Parking Locations
	Waterfront Promenade / Pedestrian Connection		Indicative Preferred Locations for Land Reclamation/Dredge Spoil Disposal
	Cycle Path		Priority Development Area
	Passenger Ferry Terminals		
	Vehicle Ferry Terminal		



# 3.4

## The Development Opportunity

The opportunity is for an experienced organisation or consortium to develop government assets in accordance with the vision for the Toondah Harbour PDA and the desired project outcomes set out above.

Development within the PDA provides an opportunity to support economic development and reinforce Toondah Harbour's strong community identity and role as the gateway to Moreton Bay and North Stradbroke Island. Development opportunities include mixed use, medium density residential, marine, tourism and retail based development and the potential for a private berth marina, subject to relevant approvals.

The government parties are seeking innovative responses to these development opportunities.

A range of purchase, development agreements or partnership structures may be considered depending on market, strategic and financial imperatives. For significant redevelopment proposals, structures may include delayed payment terms, development agreements, joint ventures and the like.

**Proponents may propose in their EOIs to develop all or part of the subject land at Toondah Harbour including land below High Water Mark.**

It is a requirement of the competitive bid process for the project that no exclusive arrangements are made with any third party during the EOI stage.

Proponents are not required to prepare a concept design proposals at the EOI stage. However, proponents need to demonstrate how they would align outcomes with the vision and desired project outcomes, including providing indicative advice on volume, mix, typologies, configurations and layouts for residential and mixed use development consistent with their own market demand assessment, public realm strategies and the staging of the development and delivery of infrastructure. For this project certain infrastructure and public realm requirements may be provided in lieu of land purchase, in addition to infrastructure and required to service the commercial elements of the project (refer to section 3.5 for more information).

Proponents that are shortlisted by the evaluation panel at the conclusion of the EOI stage may be requested to submit concept design proposals at the RFP stage.



\*Indicative Artist Impressions



# 3.5

## Additional Infrastructure & Public Realm Requirements

Proponents will pay infrastructure charges for the development projects. However, in addition to the commercial elements of the project, proponents will also be expected to contribute to the delivery of additional PDA wide infrastructure or improvements that are required to realise the PDA vision and ensure the effective operating of the area as a transport and tourism hub.

The government parties are seeking to upgrade or implement the following items and proponents should consider how they would contribute to the delivery of these items as an integral part of their proposals:

- the new waterfront plaza
- provision for ferry terminals (minimum of two vehicle ferry terminals and two passenger ferry terminals)
- ticketing and information centre associated with the plaza
- capital dredging to straighten and widen the Fison Channel and extend the swing basin
- contiguous boardwalk promenade along the waterfront
- improvements to GJ Walter Park
- car parks associated with the ferry terminals to be delivered through a combination of at grade parking and managed off-street carparking
- a bus interchange.

During the RFP stage of the competitive bid process, proponents will be required to identify in more detail the additional infrastructure and public realm components that the proponent proposes to provide through (or in association with) the proposed development. **While not mandatory, the government parties will prefer delivery by proponents in lieu of land payments.**

The government parties and the proponents will assess the value and form of the contribution on a case-by-case basis on individual proposals. The government parties will favour proposals that maximise community benefits by holistically addressing the additional infrastructure and public realm requirements.

The following link contains more information on the additional infrastructure and public realm requirements for Toondah Harbour.

[www.redland.qld.gov.au/Business/Pages/PDA-initial-technical-reports.aspx](http://www.redland.qld.gov.au/Business/Pages/PDA-initial-technical-reports.aspx)



\*Indicative Artist Impressions



# 3.6 Strategic Considerations

## Marine Operations

Toondah Harbour is a major marine transport hub and landing place. Development must be staged in such a way to minimise impacts on the harbour operations and ensure the continuous operation of vehicular and passenger services throughout the construction and operating phase of the projects.

## Environmental Context

The Toondah Harbour PDA is located within the Moreten Bay Marine Park. Supporting information has been provided about the environmental considerations which need to be taken into account as part of future development in the PDA ([www.redlands.qld.gov.au/SiteCollectionDocuments/Business?BAMM-140115\\_Toondah-Harbour-Weinam-Creek-PDAs\\_Ecological-Report\\_Final.pdf](http://www.redlands.qld.gov.au/SiteCollectionDocuments/Business?BAMM-140115_Toondah-Harbour-Weinam-Creek-PDAs_Ecological-Report_Final.pdf)). RCC and EDQ will work with proponents to ensure that future development is in accordance with the relevant legislation and achieves a strong environmental outcome for the region.

## Storm surge

Mapping of the site indicates potential inundation under storm tide surge scenarios that are modelled on a 1:100 year event with assumed sea level rises. Development within the affected areas of the PDA must be designed to mitigate the effects of storm surge, avoiding hazards to people and property.

## Native Title

EDQ is presently working through a native title assessment process on some parcels and expects to conclude this process in coming months.



## Urban Design Site Analysis



- |  |                                |  |  |
|--|--------------------------------|--|--|
|  | Community Facility             |  | Passenger and Vehicle Ferry Terminals and Buildings (shown in black) |
|  | Interface to be Resolved       |  | Fison Channel  |
|  | Existing Pedestrian Connection |  | Existing Public Boat Ramp  |
|  | Possible Pedestrian Connection |  | At-grade Carparking Area   |
|  | Existing Streets               |  | CSIRO Site   |
|  | Carparking                     |  | GJ Walter Park   |
|  | Existing Vegetation            |  | The Grand View Hotel   |
|  | Parkland                       |  | St Paul's Church   |
|  | Mangroves                      |  | Star of the Sea Catholic School                                      |
|  | Subtropical Coastal Saltmarsh  |  |  |
|  | Seagrass                       |  |  |
|  | Storm Surge Line               |  |  |
|  | Previous Dredge Spoil Area     |  |  |
|  | PDA Boundary                   |  |  |



# 4. Weinam Creek





# 4.1

## Location

### Unique tourism and marine location

Weinam Creek PDA is located south of the Redland Bay Shopping Village and approximately 50 kilometres south east of the Brisbane CBD. The total area of the PDA covers approximately 42 hectares, including 5.8 hectares within Moreton Bay. Current land uses include existing detached residential dwellings, marine industry, community facilities, a ferry terminal and associated car parks.

The Weinam Creek PDA is an important asset for the local communities of Redland Bay, particularly as it plays a role in facilitating connections between the mainland and the Southern Moreton Bay Islands. The bus stop/ferry interchange, which is located in the Banana Street car park, provides access for the island residents to shopping, health, education, employment and entertainment opportunities. Facilities at the marina include a jetty used by various commercial ferry operators servicing the islands, recreational boat ramp facilities and long term parking areas for island and mainland residents.

The Weinam Creek PDA features large areas of public open space including the expansive foreshore and esplanade areas as well as Sel Outridge Park and Neville Stafford Park. The PDA also contains a number of council, state and community facilities including:

- Redland Bay Police Station
- Redland Bay Water Police
- Redland Bay Community Hall
- Lions Club
- Redland Bay Amateur Fishing Club
- Coast Guard
- Sea Cadets
- Redlands Sea Dragons dragon boating club.

Weinam Creek is an attractive waterfront location, activated by commuters and visitors to the Southern Moreton Bay Islands and established businesses that provide for a vibrant working harbour. The PDA status provides the opportunity to better utilise this unique location through transitioning the site into a mixed use residential and retail based development with potential for a marina that will play a broader destinational role for SEQ visitors and residents.

### Strong demographic profile and population growth

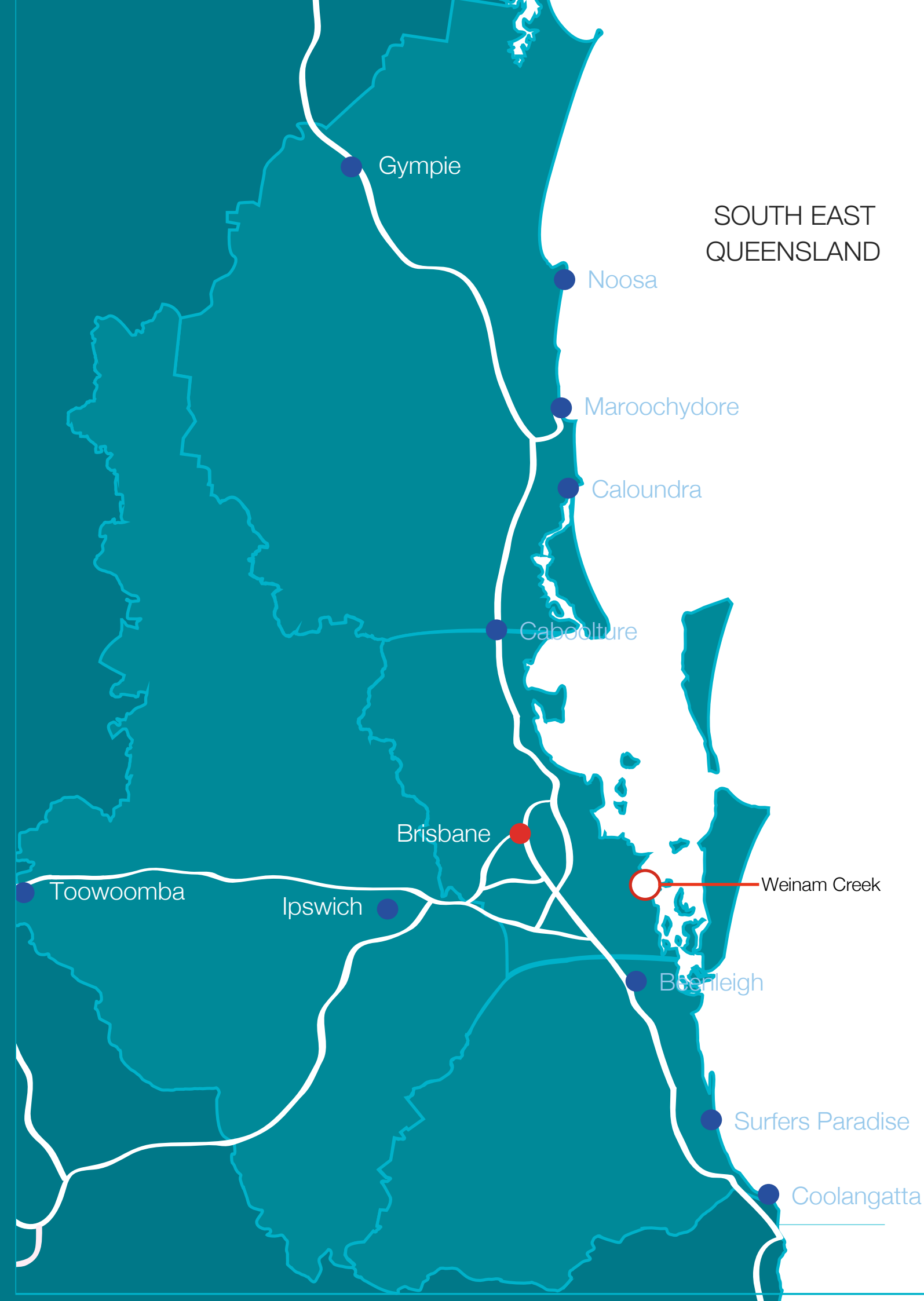
The PDA is part of the Redland Bay Statistical Area 2 (the catchment). The catchment has seen strong historic population growth, with an exceptionally strong average annual increase over the last decade of 6.5 per cent. While the current medium growth series forecasts indicate the Redland Bay population is expected to continue to record strong growth and reach 22,000 residents by 2031, the introduction of new amenity and residential offerings within Weinam Creek may see the area establish this critical mass sooner.

Individual incomes for Redland Bay residents are generally in line with greater Brisbane, while average household incomes are 5.5 per cent higher. This reflects the larger average household size, which translates to more households with more than one income earner.

### Strong recreational boating community and marine industry community

Like Toondah Harbour, the Weinam Creek locality has experienced significant growth in the number of recreational boats within the area. Based upon this and the commercial marine activities that currently exist, there is an opportunity to capitalise on this demand by introducing a marina offering.

The deep water nature of Weinam Creek offers significant benefits in the construction and maintenance of a marina. The closest large marina to Weinam Creek is approximately 12 kilometres to the north. There are no other major marinas in Redland City, despite its extensive coastline and access to the Southern Moreton Bay Islands and North Stradbroke Island providing a rare opportunity to develop a new marina with limited other competition.







Yarrabee  
Aged Care  
Facility

Victoria  
Point  
State High  
School

Victoria  
Point  
CBD

Redland  
Bay  
Retail

Faith  
Lutheran  
College

Redland  
Bay Golf  
Club

Faith  
Lutheran  
College  
(Primary)

Cleveland  
Town  
Centre

Raby Bay

Toondah  
Harbour  
(Stradbroke  
Ferries)

Victoria  
Point

Weinam Creek  
PDA Area



# 4.2

## Subject Land Details

The council and state owned land that is to be released to the market to facilitate the project at Weinam Creek is identified in the following table and figure below. Native title has been extinguished on the state-owned reserves.

Proposals can be based on all subject parcels, or individual components, and may include land below the High Water Mark. The length of tenure for any proposed wet lease for the marine component is to be proposed by respondents within the expression of interest submission.

As shown in the table below, significant parts of the PDA are currently not in suitable tenure, particularly the reserves. The state is in the process of resolving native title and expects to conclude tenure arrangements in coming months. In preparing submissions, proponents should assume the land will be available in freehold.

MAP REF	Lot No.	Tenure	Landowner	Trustee or Permittee if applicable	Current Use	Area (m2)
1	L902 SP223465	Freehold	RCC	N/A	Community Hall	7,308
2	L27 RP80201	Freehold	RCC	N/A	Vacant Land	814
3	L7 RP80201	Freehold	RCC	N/A	Vacant Land	873
4	L167 CP884275	Reserve	State of Queensland	RCC	Park	9,032
5	L197 SP123870	Reserve	State of Queensland	RCC	Car park, ferry and community services and boat ramp	40,480
6	L300 SP123870	Reserve	State of Queensland	RCC	Ex dredge spoil pond	5,340
7	L6 RP178363	Freehold	RCC	N/A	Marine facilities and car park	7581
8	L1 RP090590	Freehold	RCC	N/A	Community use and car park	14,670
9	L143 SL843	Freehold	RCC	N/A	Car park and open space	22,635
Total area						108,733

\*Proponents should assume the land (wet lease expected) will be available in Freehold.





# 4.3

## Desired Project Outcomes

To realise the vision, the government parties require that overall development at Weinam Creek achieves the vision outlined in the Weinam Creek PDA Development Scheme. Proponents may suggest alternative and innovative proposals that will achieve the desired project outcomes:

**The Esplanade:** A new esplanade street connects Hamilton Street directly to the foreshore and back through to Meissner Street. This street provides easy and more legible access into the PDA and improves the functionality of public transport connections with the passenger ferry terminal.

**Neville Stafford Park:** Upgrades to the existing park at the heart of Weinam Creek unites the economic and community activity of the PDA within a flourishing and desirable parkland setting.

**Mixed-use and community frame:** A diverse mix of uses including community uses, commercial and retail service the Southern Moreton Bay Island and Redland Bay communities. Destination retail provides an active frontage to the new esplanade street. Upper levels of mixed use buildings are predominantly residential with views to the bay beyond the park. The larger parcel to the south of Meissner Street will include a multi-deck carpark providing short-term parking to support ferry operations and retail.

**Retail development opportunities:** The 4,500sqm GFA retail development aims complements the offering of the existing nearby Redland Bay Shopping Village. The opportunity will include a supermarket of up to 1,000sqm GFA, serving the convenience needs of the area. While a full-line supermarket could be supported at Weinam Creek, Redland Bay Shopping Village is considered a superior location for such an anchor tenant. Destination retail at Weinam Creek focuses on leisure/lifestyle and dining. Potential uses include day spas, health and beauty services, boating related retail products, leisurewear, specialty food retailing and local services to serve both residents and ferry patrons.

**Marina:** A staged marina development at Weinam Creek expands the range of recreational activities currently available in the area and supports a diversity of housing options. The marina is designed to enable gradual expansion up to 400 berths and is accessed from the existing channel. A new boat club extends into the marina, which can act as the primary licensed and function facility for the PDA. The on-land component of the marina includes residential and mixed-use buildings that activate the esplanade street and overlook the marina.

**Weinam Creek:** A diverse range of recreational and marine service activities within Weinam Creek is associated with Moreton Bay and the islands. A new transit terminal is located at the western end of the creek along with a new Sea Scouts facility. Passenger ferries and bus services continue in their current location while allowing the opportunity to relocate the passenger ferry terminal and Redland Bay Marina bus station upstream on the northern side of Weinam Creek. This relocation would occur after carpark areas on adjacent land to the proposed new ferry terminal are established and new carparking is provided. A new pedestrian bridge links the northern and southern ends of Weinam Creek. The boat ramp is relocated to the southern side of the creek to improve access for recreational boat users and reduce conflicts between trailer boats and core PDA pedestrian and vehicle traffic.

**Sustainable, long-term parking:** A variety of options for convenient and affordable longer term parking are provided, ensuring that:

- Car parking is colocated with the ferry terminal
- During development of the new car park, island residents are not worse off with regards to access to car parking
- Car parking provides a sustainable long term parking solution, which caters to locals and island residents alike.

**Vehicle ferry precinct:** A parking and vehicle ferry precinct is located in the northern part of the PDA and concentrates the vehicle ferry movements associated with access to the Southern Moreton Bay Island communities. The precinct is accessed from Weinam Street and keeps essential vehicle movements away from the highly pedestrianised parts of the development area. Facilities for Translink's passenger ferries operations are provided along with at-grade parking areas.

**Residential frame:** Residential development intensifies around the frame of the Weinam Creek PDA, which includes housing off Moores Road, The Esplanade (south of Weinam Creek) as well as Hamilton, Banana and Weinam Streets. This ongoing intensification will be accommodate a range of housing solutions. The Weinam Creek PDA will be characterised by building forms generally ranging in height from three to seven storeys. Taller buildings will generally cluster around Neville Stafford Park and towards the marina. These developments are generally mixed use containing retail, residential and employment opportunities

**Sel Outridge Park:** The park continues to provide active recreational choices that require more space than can be achieved at the core of the PDA. It also provides opportunities to interact with the marine ecology and habitat areas to the south.

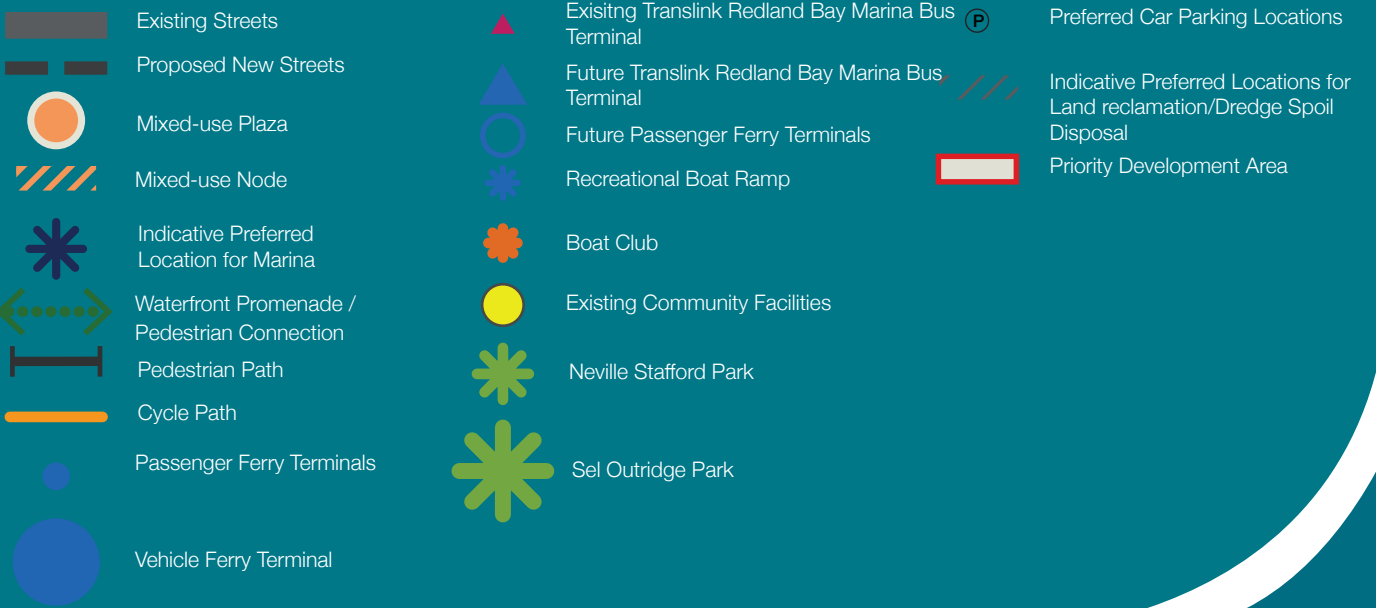
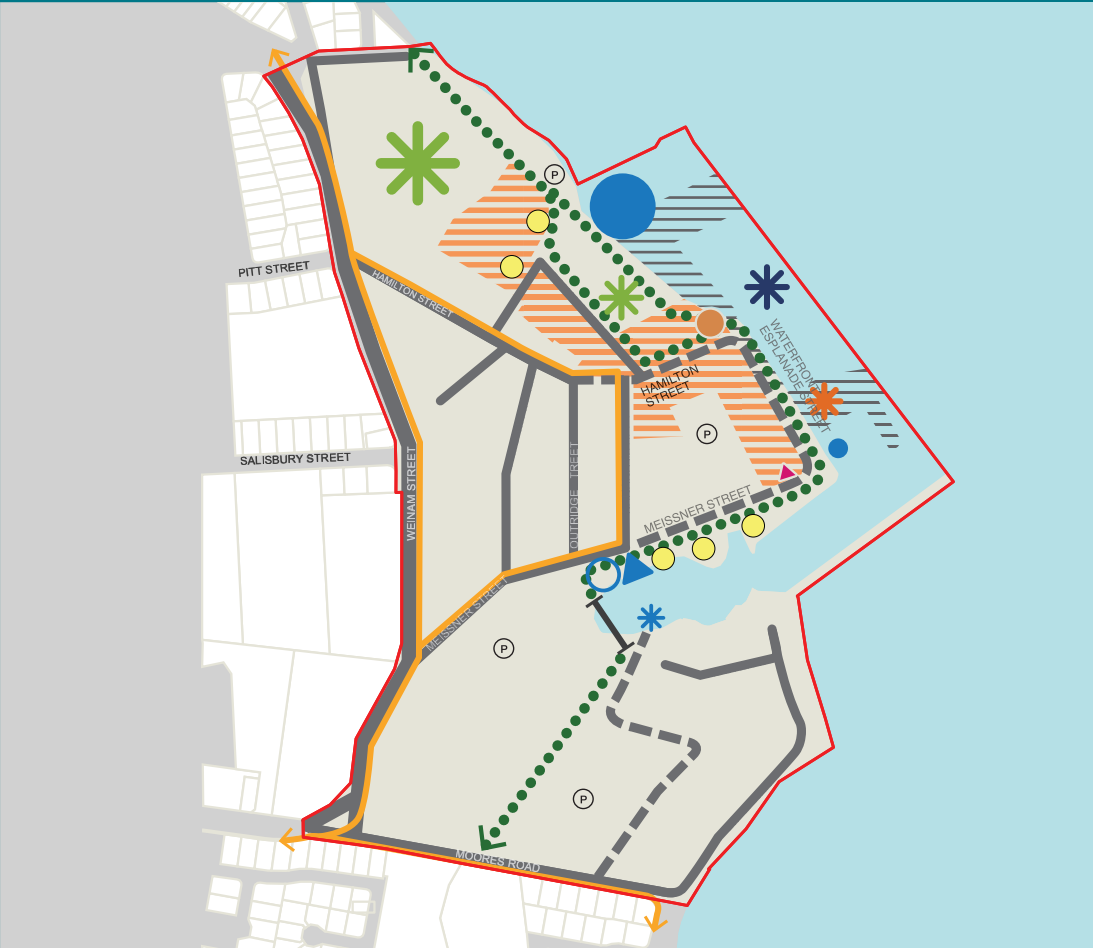
**Movement and access:** A workable street network is achieved by improving the street connectivity to the heart of the site. Key infrastructure includes the extension of Hamilton Street to create a direct link to the mixed use, marina and public transport areas, an esplanade, providing improved access to the waterfront and measures to ease traffic congestion.

**Bus interchange:** A fully integrated bus and ferry interchange is delivered through development, enabling passengers to transit from one mode to another under the comfort of one roof and a high quality and providing a high quality waiting environment for customers.

**Pedestrian and cycle network:** A network of footpaths, open space, plazas, boardwalks, mid block linkages and bikeways provide high levels of connectivity internally and externally.

**Community facilities:** Community facilities are provided, ensuring the continuing operation of the Redland Bay Amateur Fishing Club, the Coast Guard, Sea cadets and Redland Sea Dragons in the area.

### Development Potential





# 4.4

## The Development Opportunity

The opportunity is for an experienced organisation or consortium to develop the government land assets within the Weinam Creek PDA in accordance with the PDA vision and desired project outcomes.

Development within the PDA provides an opportunity to support economic development and reinforce Weinam Creek's strong community identity and role as the gateway to the Southern Moreton Bay Islands. Development opportunities include mixed use, medium density residential, tourism, car parking and retail based development, dedicated ferry terminals, public open space and the potential for a private berth marina subject to relevant approvals.

The government parties are seeking innovative responses to these development opportunities.

A range of purchase, development agreements or partnership structures may be considered depending on market, strategic and financial imperatives. For significant redevelopment proposals, structures may include delayed payment terms, development agreements, joint ventures and the like.

**Proponents may propose in their EOIs to develop all or part of the subject land at Weinam Creek, including land below the High Water Mark.**

It is a requirement of the competitive bid process for the project that no exclusive arrangements are made with any third party during the EOI stage.

Proponents are not required to prepare a concept design proposals at the EOI stage. However, proponents need to demonstrate how they would align outcomes with the vision and desired project outcomes for the precinct, including providing indicative advice on volume, mix, typologies, configurations and layouts for residential and mixed use development consistent with their own market demand assessment, public realm strategies and the staging of the development and delivery of infrastructure. For this project certain infrastructure and public realm requirements may be provided in lieu of land purchase, in addition to infrastructure and required to service the commercial elements of the project (refer to section 4.5 for more information).

Proponents that are shortlisted by the evaluation panel at the conclusion of the EOI stage may be requested to submit concept design proposals at the RFP stage.



\*Indicative Artist Impressions





# 4.5

## Additional Infrastructure & Public Realm Requirements

Proponents will pay infrastructure charges for the development projects. However, in addition to the commercial elements of the project, proponents will also be expected to contribute to the delivery of additional PDA wide infrastructure or improvements that are required to realise the PDA vision and ensure the effective operating of the area as a transport and tourism hub.

The government parties are seeking to upgrade or implement the following items and proponents should consider how they may be able to contribute to the delivery of these items in their proposals:

- a new waterfront plaza and ferry terminal allowing for additional berths and capacity to expand in the future as needed, including ticketing and information centre for Southern Moreton Bay Islands
- capital dredging of Weinam Creek to allow for passage of ferries
- on-grade managed car park including boat ramp associated works
- bus/ferry interchange
- relocation of the existing boat ramp
- boardwalks, park improvements and local services
- multi-deck carparks

During the RFP stage of the competitive bid process, the proponents will be required to identify what infrastructure from the additional infrastructure and public realm requirements it proposes to provide through (or in association with) the development. **While not mandatory, the government parties prefer the additional infrastructure is delivered by proponents in lieu of land payments.**

The government parties will assess the value and form of the contribution on a case-by-case based on the proposed development. The government parties will favour proposals that maximise community benefits by holistically addressing the additional infrastructure requirements.

[www.redland.qld.gov.au/Business/Pages/PDA-initial-technical-reports.aspx](http://www.redland.qld.gov.au/Business/Pages/PDA-initial-technical-reports.aspx)





# 4.6

## Strategic Considerations

### Environmental context

The Weinam Creek PDA is located within the Moreton Bay Marine Park. Supporting Informaton has been provided on the environmental considerations which need to be taken into account as part of future development in the PDA ([www.redlands.qld.gov.au/SiteCollectionDocuments/Business?BAMM-140115\\_Toondah-Harbour-Weinam-Creek-PDAs\\_Ecological-Report\\_Final.pdf](http://www.redlands.qld.gov.au/SiteCollectionDocuments/Business?BAMM-140115_Toondah-Harbour-Weinam-Creek-PDAs_Ecological-Report_Final.pdf)). RCC and EDQ will work with proponents to ensure that future development is in accordance with the relevant legislation and achieves a strong environmental outcome for the region.

### Marine Operations

The Weinam Creek PDA is the major transit hub for access to the Southern Moreton Bay Islands and a landing place. Development must be staged in such a way to minimise impacts on the harbour operations and ensure continuous operation of vehicular and passenger services throughout the construction and operating phase of the project.

### Bus-Ferry Interchange

The upgrade of public transport facilities at Weinam Creek is a priority and the Department of Transport and Main Roads will work with EDQ and RCC to ensure the adequate public transport facilities are provided in the Weinam Creek PDA. Proponents will need to consider the departments's Operational requirements in the design and location of the bus/ferry interchange in the Request for Proposal stage of the competitive bid process.

### Car parking for ferry

As a part of the redevelopment of the Weinam Creek PDA, the car parking and the ferry terminal are to be co-located. During the development of the new car park, island residents are to be no worse off with regards to access to car parking. Additionally the car parking provided should be a sustainable long term parking solution, which caters to locals and island residents alike.



## Urban Design Site Analysis



- |   |                            |  |
|---|----------------------------|--|
| Higher Density Aged Care                    | Parkland                   | ① Vehicle Ferry Terminal                         |
| Community Facility                          | Mangroves                  | ② Redland Bay Ferry Terminal / Translink Upgrade |
| Marine Industry                             | Flying-fox Camp            | ③ At-grade Carparking Area                       |
| Council Owned Marina                        | Butterfly Habitat          | ④ Secure Long Term Carparking Compound           |
| Large Residential Sites, Mostly Undeveloped | Saltmarsh                  | ⑤ Existing Foreshore Pedestrian Link             |
| Interface To Be Resolved                    | Seagrass                   | ⑥ Neville Stafford Park                          |
| Existing Pedestrian Connection              | Storm Surge Line           | ⑦ Sel Park Outridge                              |
| Existing Streets                            | Previous Dredge Spoil Area | ⑧ Existing Marine Industry Uses                  |
| Carparking                                  | PDA Boundary               | ⑨ Community Precinct                             |
| Existing Vegetation                         |                            | ⑩ Existing Shop / Cafe                           |
|   |                            | ⑪ Council Owned Site                             |



# 5. Roles and Responsibilities





# 5.1

## State Role

As outlined in section 2, the state government, through EDQ, is prepared to provide planning and development assistance and land to facilitate development under the ED Act. The proposed form of assistance includes:

- development schemes for Toondah Harbour and Weinam Creek PDAs to facilitate development (in place)
- streamlined planning and approvals processes to enable a fast track approval process
- provision of state land for development (subject to acceptable proposals and terms).

# 5.2

## Council Role

RCC will undertake the development assessment function using powers delegated by the MEDQ under the ED Act. RCC is also providing its land for development (subject to acceptable proposals and terms).

# 5.3

## Proponent Role

Responsibility for development will rest with the proponents including the procurement of project funding, planning, development and environmental approvals, construction works and infrastructure works.

For avoidance of doubt, the proponents will be responsible for providing all infrastructure to service the development, including power, water, sewer, wastewater, stormwater drainage, vehicular access, gas and telecommunication to the site (external) and within the site (internal). Where upgrades to existing infrastructure are required to service the development, the proponents will be responsible for the design, delivery and cost of the works.

# 5.4

## Schedule of key planning and delivery responsibilities

No.	Type of risk and risk events	Allocation
1.0	Land tenure and approvals responsibilities	
1.1	Development scheme and development approvals	Proponents to obtain planning approval from MEDQ subject to ED Act Proponents to comply with conditions of planning approval If any amendments are required to the planning approval, proponents to obtain the approval for those changes from MEDQ
1.2	All other approvals	Proponents
1.3	Site conditions including latent and patent defects	Proponents
1.4	Legal challenge to development scheme approval	MEDQ
1.5	Legal challenge to other approvals	Proponents
1.6	Proponent access to land	MEDQ and RCC, subject to proponents complying with pre-conditions in development agreement
1.7	Native title (above high water mark)	MEDQ
1.8	Native title (below high water mark)	Proponents
2.0	Design and Construction Responsibilities	
2.1	Design	Proponents
2.2	Construction	Proponents
2.3	Completion	Proponents
2.4	Events causing delays to construction (other than State/ MEDQ/RCC default)	Proponents
2.5	Design and construction costs	Proponents
3.0	Marketing Responsibilities	
3.1	Sale of product	Proponents
3.2	Timing of settlement of sales	Proponents
4.0	Financial Responsibilities	
4.1	Quantum of revenue from sale of product	Proponents
4.2	Availability and cost of finance for financing of development	Proponents
5.0	Legal compliance with PDA and variations to PDA	
5.1	Change in development scheme for the PDA from the initial development scheme	Proponents
5.2	Compliance with laws and changes in law save for 5.1	Proponents
6.0	Cultural heritage	
6.1	Compliance with Aboriginal Cultural Heritage Act 2003	Proponents



## 6. Competitive Bid Process

The competitive bid process for the projects is proposed to entail an EOI stage and Request for Proposal (RFP) stage.

To submit a conforming response for the EOI stage, each proponent will submit the required information in the format provided by the returnable schedules as outlined in section 6.4.

At the conclusion of the EOI process, the shortlisted proponents may be publicly announced and will receive a request for proposal to formulate their offer to develop the sites.



# 6.1

## Indicative Timetable

The table below provides an indicative timeline for the competitive bid process for the projects. The government parties will determine the precise timing and nature of the RFP process at the conclusion of the EOI stage.

Activity	Indicative timing
EOI stage	
EOI documents released via the eTender website	19 June 2014
Deadline for proponent questions	21 July 2014
Closing date for EOIs	28 July 2014
Notification of shortlisted proponents and unsuccessful proponents	August 2014
RFP stage	
Release of RFP documents to shortlisted proponents	August 2014
Closing date for detailed proposals	October 2014
Preferred proponent/s identified	Late 2014
Contractual and financial close	Early 2015

# 6.2

## Evaluation Process

An evaluation panel comprising representatives of EDQ and RCC will assess the bids to establish a shortlist of qualified organisations or consortia.

Commercial, taxation, legal and technical advisors may be appointed by the government parties to provide specialist advice to the evaluation panel.

A RCC-organised technical reference group will provide input to the design assessment process at the RFP stage of the competitive bid process.

The Department of Environment and Heritage Protection and the Department of Transport and Main Roads will also be consulted by the evaluation panel during the technical assessment.

Subject to satisfactory bid outcomes, by Quarter 1 2015, one or more preferred proponents may be selected to develop the State and Council landholdings within each PDA.

# 6.3

## Selection Criteria

Proposals are sought from experienced organisations and consortia, which respond to the selection criteria outlined in the following table.

No.	Criteria	Sub-criteria	Returnable Schedule No.
General	Respondent details		A
Mandatory Requirement	No conflict of interest		A
SC1	Demonstrated understanding and appreciation of the project	SC1.1 Demonstrate understanding and support of the project/s including concept, quality and vision	B
		SC1.2 –Demonstrate soundness of the delivery model/s	C
SC2	Demonstrated capability, balance sheet, track record and certainty of delivery	SC2.1 – Demonstrate financial capacity (including balance sheet capacity and any supporting information from financiers) to fulfil the obligations, responsibilities and liabilities associated with the project/s	D
		SC2.2 – Demonstrate a track record of financing and successfully completing developments of the size and complexity, including the source and terms of financing	
		SC2.3 – Provide details on proposed funding strategy/support and high level commercial terms	E
		SC2.4 – Demonstrate a successful track record in mobilising and delivering high quality residential and mixed use development projects	F & G
		SC2.5 – Complete a minimum of two project data sheets for reference projects of a scale and complexity commensurate with proposed development	
SC2.6 – Demonstrate marketing and sales capacity and experience to dispose of the developer works			
SC3	Achievement of desired project outcomes and additional infrastructure requirements	3.1 – Provide details on the proposed approach to development to achieve the desired project outcomes	H
		3.2 – Demonstrate the proposal will assist to achieve the delivery of the additional infrastructure requirements	
SC4	Local industry participation and skills development	4.1 – Articulate the proposed plan for local industry participation in the project/s consistent with the Queensland Charter for Local Content	I
		4.2 – Articulate the proposed plan for Indigenous economic participation in the project/s	
		4.3 – Articulate the proposed plan for training and skills development consistent with the Queensland Government’s 10% training policy	



# 6.4

## Submission Requirements & Process

As summarised in the table below, the returnable schedules contained in Appendix 3 detail the information requirements for the response to each selection criterion. Proponents must structure their submissions to clearly address all of the information requirements defined in these schedules. Additional or supporting information may be submitted at proponents' discretion, but is not a mandatory requirement of the EOI process.

The number of pages in an EOI submission is limited to a maximum of 80 A4 pages (minimum 10 pt font, with double-sided pages counting as two pages), excluding financial statements.

The government parties require one unbound original document, three bound documents marked 'Copy' and one USB or CD/DVD containing a digital copy.

No physical items such as models or product samples will be accepted. Submissions that do not comply with this clause may be excluded from the evaluation process.

EOI submissions must be enclosed in a sealed package that is:

- marked externally with the proponent's name, address and contact person's name, telephone number and e-mail address
- clearly addressed as follows:

The Bid Manager  
Stage 1 - Expression of Interest  
Toondah Harbour and Weinam Creek Projects.

EOI submissions must be lodged at:  
Redland City Council  
Cnr Bloomfield and Middle Streets  
Cleveland Qld 4163.

Parties must submit their EOI by the Closing Time and the Closing Date, being AEST 4.00 pm, Monday 28 July 2014.

# 6.5

## Conditions

By submitting an EOI, proponents accept and agree to the General Terms and Conditions applicable to the EOI stage of the competitive bid process, which are set out in Appendix 1.

# 6.6

## Probity

RCC has appointed Peter Bittner of HWL Ebsworth Lawyers to act as the independent Probity Advisor for the competitive bid process. The Probity Advisor will be directly accountable to the government parties. The role of Probity Advisor is to advise on and monitor the procedural integrity throughout all phases of the competitive bid process.

The Probity Advisor will attend and observe throughout the evaluation process and will report to the government parties on the conduct of the process at its conclusion.

The probity adviser can be contacted on 3002 6700 or email: pbittner@hwle.com.au

# 6.7

## Enquiries

All enquiries in respect of the Stage 1 – EOI process and documentation are to be made in writing and directed to the Bid Manager as set out below

Jacob Swan  
T: 07 3231 1340  
M: +61 402 704 896  
E: jacob.swan@ap.jll.com



All inquiries will be registered and, unless determined to be commercial-in-confidence, all questions and answers will be distributed to all proponents to ensure that all proponents have, as far as possible, equal information.

Mark Creevey  
T: 07 3231 2241  
M: +61 408 992 222  
E: mark.creevey@raywhite.com





# 7.

## Supporting Documents

This Information Memorandum refers to a number of documents and plans completed by RCC, which can be viewed or downloaded from the [www.redland.qld.gov.au/Business/Pages/PDA-initial-technical-reports.aspx](http://www.redland.qld.gov.au/Business/Pages/PDA-initial-technical-reports.aspx)

These include:

- Expert advice in ecology (marine and terrestrial) and coastal processes referred to in preparation of a structure plan and development scheme for Toondah Harbour and Weinam Creek Priority Development Area (BAAM Ecological Consultants)
- Toondah Harbour Stormwater Infrastructure Plan (Engeny)
- Weinam Creek Stormwater Infrastructure Plan (Engeny)
- Toondah Harbour Structure Plan (Deicke Richards)
- Weinam Creek Structure Plan (Deicke Richards)
- Toondah Harbour Structure Plan – Traffic Masterplan Report (Cardno)
- Weinam Creek Structure Plan – Traffic Masterplan Report (Cardno)
- Water and Sewer Servicing Report – Toondah Harbour and Weinam Creek PDAs (Cardno).
- Preliminary survey of seabed characteristics and dredging options
- Land based geotechnical and acid sulphate information
- Preliminary marine geotechnical information
- Detailed site survey information.

Together, this Information Memorandum and supporting documents comprise the EOI documents. Proponents should review this information and carry out their own investigations to determine the site conditions and confirm any development opportunities and constraints.



# Annexure

## 1. Terms and conditions of Expression of Interest process

Outlined below are the general terms and conditions applicable to the Expression of Interest (EOI) stage of the competitive bid process for the Toondah Harbour and Weinam Creek projects (the projects). By accessing the EOI documents, the proponent acknowledges and accepts these terms and conditions.

### (1) No legal relationship

- (a) The information in the EOI documents has been compiled on behalf of Redland City Council (RCC) and the State of Queensland (the government parties) to guide organisations or consortia interested in participating in the EOI stage of the competitive bid process for the projects. This information does not constitute an offer nor does it indicate an intention by the government parties to enter into any form of legal relationship with any party receiving it.

### (2) Communications

- (a) All communications will follow the procedures set out in this information memorandum and the probity plan for the projects, meaning that:
  - (i) no direct communications may occur between proponents and representatives or advisers of the government parties in relation to the projects, other than through the Bid Manager
  - (ii) all communication between the Bid Manager and proponents will be in written form and transmitted via e-mail.
- (b) At the sole discretion of the government parties, any breach of this condition may lead to a proponent's exclusion from the EOI process or overall competitive bid process for the projects.

### (3) Reservation of rights

- (a) Without limiting its rights, the government parties (either themselves or through the Bid Manager) reserve the right in their absolute discretion and at any time to:
  - (i) withdraw their invitation to submit an EOI
  - (ii) amend the EOI conditions, the EOI documents or the scope of works
  - (iii) at any time, vary or alter any process or procedure regarding the consideration or the evaluation of any EOI (including the evaluation criteria), without notice
  - (iv) give preference to any one or more of the evaluation criteria over other criteria and consider relative trade-offs between criteria
  - (v) not respond to a proponent's request for information
  - (vi) adopt different approaches with different proponents
  - (vii) question a proponent, including to invite presentations from a proponent, if necessary to clarify any matter relating to the proponent's EOI
  - (viii) take into account any information from their own and other sources in evaluating an EOI
  - (ix) make enquiries of any person, company or organisation to ascertain the suitability of an EOI and/or a proponent, and do so without advising the proponent
  - (x) conduct due diligence investigations
  - (xi) draw on outside expertise as required
  - (xii) vary, suspend, terminate or reinstate the EOI process
  - (xiii) extend the Closing Time
  - (xiv) change the Place For Lodgement
  - (xv) not proceed with the projects
  - (xvi) not proceed with the projects in the manner outlined in the EOI documents
  - (xvii) self-perform the project works
  - (xviii) receive, consider or evaluate any EOI (whether a conforming, non-conforming or alternative proposal) (xix) allow the withdrawal or addition of participants to a proponent
  - (xx) allow other organisations or consortia to participate in the EOI process or overall competitive bid process for the projects at any time
  - (xxi) reject or refuse to consider or evaluate any EOI or all EOIs or terminate at any time entry to or further participation in the process by any proponent or any participant of a proponent
  - (xxii) request additional information or further proposals from a proponent or any participant of a proponent
  - (xxiii) publish the names of proponents and Shortlisted proponents
  - (xxiv) request that a proponent provides a bid bond
  - (xxv) waive any requirement or obligation under the EOI Terms and Conditions
  - (xxvi) not provide a proponent with any reason for any actions or decisions they may take, including in respect of the exercise by the government parties of any or all of the abovementioned rights
  - (xxvii) take such other action as they consider, in their absolute discretion, appropriate in relation to the EOI process or overall competitive bid process for the projects.

### (4) Ownership of the EOI documents

- (a) The EOI documents and the copyright in them are, and remain, the property of the government parties.



**(5) Government parties’ confidential information**

- (a) The contents of the EOI documents, including any records, plans, drawings or reports that are made available to proponents during the course of the EOI process, are being made available to proponents only in connection with the projects. By accessing the EOI documents, proponents acknowledge and agree that:
  - (i) the EOI documents are strictly confidential and have been provided to proponents on a confidential basis
  - (ii) by providing the EOI documents to proponents, the government parties did not convey any proprietary or other interest to proponents
  - (iii) the government parties reserve the right to make all or part of the confidential information available to the public.
- (b) By accessing the EOI documents, proponents undertake for the government parties' benefit that they:
  - (i) will keep the confidential information secure and protected so that no unauthorised person is able to gain access to it
  - (ii) will not disclose all or part of any part of the confidential information or cause to permit the confidential information to be disclosed in any form or medium, except as permitted by the government parties in writing
  - (iii) will, and will ensure that its officers, employees and professional advisers, only use the confidential information for the purposes of submitting an EOI for the projects
  - (iv) will, if required to disclose any confidential information by any applicable law or requirement of any public authority, use its best endeavours to limit the extent of any disclosure.
- (c) Without limiting any other provisions, if a proponent breaches any of these requirements, the government parties may exclude the proponent from the EOI process or the overall competitive bid process for the projects.
- (d) A proponent may be required to sign a confidentiality agreement before any confidential information is made available to the proponent.

**(6) Respondent privacy**

- (a) In the course of the EOI process and the projects, ‘Personal Information’ as defined under the National Privacy Principles (as set out in schedule 4 of the Information Privacy Act 2009 (Qld)) provided by a proponent may be disclosed to each of the government parties, their elected representatives, officials, employees, advisers, contractors or agents. The proponent will ensure that it secures consents for the government parties to use and disclose any personal information submitted as part of its EOI for the purposes of the EOI process and the project.

**(7) Prior to submitting a EOI response**

- (a) Proponents acknowledge and accept responsibility for the following:
  - (i) checking the EOI documents (including any addenda issued under clause 5) and if any parts or pages are missing, requesting copies of the missing parts or pages from the Bid Manager in the manner stated in section 6.9 of this document
  - (ii) acquiring actual knowledge of the contents of all of the EOI documents
- (b) visiting and inspecting the subject land and surrounds
- (c) informing themselves completely as to:
  - (i) site conditions
  - (ii) the risks, contingencies and other circumstances which might have an effect on them in performing the project works
  - (iii) the nature of the projects and of any plant, equipment, materials and other items necessary for the performance of the project works, the means of access to and facilities and services at the site and the means of transport, transport routes and facilities for making deliveries to and from the site
  - (iv) all applicable law, taxes and insurance premiums (including compulsory insurance premiums)
  - (v) all authority requirements relating to the contract and the projects (including any licences required under the Queensland Building and Construction Industry Act 1991)
  - (vi) obtaining all appropriate professional and technical advice.
- (d) Any failure by a proponent to do any of the things above will not relieve it of its obligation to perform the project/s in accordance with any legal agreement should a contract be awarded to it.

**(8) Condition for participation in tenders etc for works valued over \$2 million**

- (a) By submitting an EOI, a proponent acknowledges its understanding and agreement that:
  - (i) Compliance with the Queensland Code and Queensland Guidelines is an essential condition to being considered for the tender
  - (ii) By submitting an expression of interest or tender response, the tender agrees to comply with the Queensland Code and Queensland Guidelines on all future projects, including privately funded projects, to which the Queensland Guidelines apply, whether or not successful in this tender
  - (iii) Any party which is precluded from performing works to which the Queensland Code and Queensland Guidelines apply is excluded from consideration for the tender

**(9) Lodgement of EOIs**

- (a) At all times and for all purposes, the original hard copy of lodged EOIs will take precedence over the electronic versions and any hard or other electronic copies generated from that electronic version.
- (b) Proponents will not be present at the opening of its EOI.
- (c) An acknowledgement by or on behalf of the government parties of receipt of the EOI does not mean or imply that the EOI has been or will be treated as a conforming proposal.

**(10) Costs to be borne by the proponent**

- (a) The government parties will not be responsible for any costs, expense or loss that may be incurred by a proponent or a participant:
  - (i) in the preparation of its EOI, attending any meetings, providing any further information, or otherwise in connection with its participation in the EOI process
  - (ii) as a result of any modification or termination of the EOI process.

**(11) No warranties**

- (a) The government parties do not make any warranty or representation (express or implied) as to the currency, accuracy, adequacy, suitability, reliability or completeness of the information (including any diagrams and plans) contained in the EOI documents or any information that may be provided in association with them. The government parties accept no responsibility or liability, whether arising from negligence or otherwise for any reliance placed on the contents of the EOI documents by the recipients of the EOI documents or for any representations (whether express or implied) or information (including forecasts) contained in, or any omissions from, the EOI documents or any written or oral communications transmitted to a recipient in the course of the evaluation of the EOIs.
- (b) There may be other information or documents in the knowledge or possession of the government parties that are relevant to the projects or the EOI process, but are not disclosed by the government parties.
- (c) To the extent that that the government parties are not the author or source of any document provided to proponents, they merely passes that document on and do not adopt the content of it.
- (d) The EOI documents and all statements and information made in relation to them reflect the government parties' current intention only. The information and intentions set out in the EOI documents may change at any time without notice. The risks, responsibilities and liabilities connected with an EOI are solely those of proponents.

**(12) Release**

- (a) Proponents, so far as is permitted by law, release the government parties from and against all claims that they may now or in future have against the government parties arising out of, or in connection with:
  - (i) the provision of, or the purported reliance on, or use of the EOI documents
  - (ii) any other matter in connection with the EOI, including the EOI process.

**(13) Non-compliance**

- (a) If a proponent fails to comply with the EOI documents, the government parties may, in their absolute discretion, choose not to evaluate the proponent's EOI or any part of the EOI and/or exclude the proponent from any part of the EOI process or overall competitive bid process for the projects.

**(14) Variations to EOI responses**

- (a) Proponents may lodge variations to their EOIs or supplemental submissions if invited to do so by the government parties. The government parties reserve the right to ask for variations or supplemental submissions from one or more proponents but are under no obligation to do so.

**(15) Assumptions and sources**

- (a) Certain information contained or referred to in the EOI documents, or any information that may be provided in association with them, is based on a number of electronic and other assumptions and must be interpreted in the context of those assumptions. Where information in the EOI documents, or any information that may be provided in association with the EOI process, includes reference to another source, recipients of the EOI documents should refer to and interpret the information in the context of that source.

**(16) Ownership of EOIs**

- (a) Subject to the paragraph below, an EOI submitted in response to the EOI Invitation is the property of the government parties and will not be returned to the proponent. Proponents submit an EOI on the basis that the government parties may use, retain and copy the information contained in the EOI for the purpose of:
  - (i) evaluating, selecting and finalising any contract with respect to the EOI
  - (ii) verifying the currency, consistency and adequacy of information provided under any other EOI process conducted by the government parties, the Queensland Government, Redland City Council or another government agency (together the ‘Government Purposes’)
  - (iii) developing any other EOI process conducted by the government parties, the Queensland Government, Redland City Council or another government agency.
- (b) Any intellectual property rights that may exist in an EOI will remain the property of the proponent.
- (c) By submitting an EOI, proponents grant the government parties a non-exclusive, fully paid up and royalty free, perpetual, assignable licence (with a right to sub-licence) to copy, adapt, modify, disclose or do anything else necessary at the government parties' sole discretion, to all material (including material that contains any intellectual property rights of a proponent or any other person) contained in an EOI, for the purposes of evaluating and clarifying that EOI and to do all things necessarily associated with the Government Purposes.



**(16) Ownership of EOIs (continued)**

- (d) Proponents will ensure that they obtain any moral rights consents necessary for the government parties to exercise their rights as set out in this clause.
- (e) An EOI will, to the extent that it contains information that is not already in the public domain, be held as Commercial-In-Confidence. However, the government parties may disclose the contents of an EOI to a third party to assist the government parties in the conduct of the EOI process, including the evaluation, negotiation and preparation of any contract.

**(17) Changes to participants**

- (a) Where a proponent is a consortium, its EOI will be evaluated based on the participants identified in the EOI. If a proponent lodges its EOI without having identified all participants, this may affect its ability to meet the evaluation criteria and the government parties reserve the right to exclude it from consideration.
- (b) Where participants change after the Closing Date for submission of the EOI (refer to section 6.6), the proponent must notify the government parties of this change through the Bid Manager. If the government parties in their sole discretion determine that the change is material, the government parties reserve the right to re-evaluate the proponent's EOI and to eliminate the proponent from further participation in the EOI process or the overall competitive bid process for the projects if deemed necessary.
- (c) Proponents should (as a minimum) notify the government parties of any change to any of the following entities or individuals:
  - (i) any entity that proposes to take a direct equity interest in the proponent if it is selected as the developer
  - (ii) the ultimate parent entity of any entity that proposes to take a direct equity interest in the proponent if it is selected as a preferred proponent
  - (iii) any other entity that is likely to be in a position to exercise control or influence (direct or indirect) over the future management and operation of the proponent if it is selected as a preferred proponent
  - (iv) any director, secretary or chief executive officer or any entity falling within the above paragraphs and any proposed new directors, secretary or chief executive officer.

**(18) Change in circumstances**

- (a) Without limiting clause 16, proponents must inform the government parties promptly in writing of any material change to any information contained in its EOI and of any material change in circumstances that may affect the truth, completeness or accuracy of any information provided in, or in connection with, the EOI.

**(19) Canvassing**

- (a) Proponents must not contact any members, employees or officers of the state government or Redland City Council (other than the Bid Manager as the government parties' representative), elected members of the Commonwealth, State or local governments, officers of EDQ, officers of Redland City Council, government agencies or government parties' advisers with a view to:
  - (i) providing or obtaining information in respect of any part of the projects, the EOI process or an EOI
  - (ii) attempting to support or enhance its prospect of being selected as the developer other than as expressly permitted by the EOI documents.
- (b) At the sole discretion of the government parties, any unauthorised communication or attempted approach by a proponent may lead to its exclusion from the EOI process or any related processes.

**(20) Collusion**

- (a) Proponents, their participants and their respective officers, employees, agents and advisers must not engage in any collusive tendering, anti-competitive conduct or any other similar conduct with any other proponents or any other person in relation to the preparation or lodgement of the EOI. Evidence of such conduct may lead to the rejection of the EOIs of all proponents involved.

**(21) Conflict of interest**

- (a) Proponents are responsible for advising the government parties of any actual, potential or perceived conflict of interest that may arise during the EOI or in relation to its potential involvement in the projects. The government parties reserve the right in their absolute discretion at any stage to undertake investigations to satisfy themselves that there are no actual, potential or perceived conflicts of interest that may preclude a proponent from being selected as a preferred proponent.
- (b) If during the EOI process a conflict of interest arises, or appears likely to arise, a proponent must notify the government parties immediately in writing and take such steps as the government parties' reasonably require to resolve the conflict. If the proponent fails to notify the government parties or is unable or unwilling to resolve or deal with the conflict to the government parties' satisfaction, the proponent's EOI may be excluded from the EOI process and consideration.
- (c) A proponent must not, without written approval from the government parties, permit a person to contribute to or participate in any process relating to the preparation of its EOI or the EOI process, if the person was involved at any time in the planning of the project/s to which this EOI relates, the preparation of the EOI documents or the management of the EOI process.

**(22) Return or destruction of information**

- (a) The government parties reserve the right in their absolute discretion at any stage to require that material and other information provided to proponents (and copies or reproductions of such information) be either destroyed by it or returned to the government parties, unless otherwise required by law. The government parties may require that proponents provide evidence (in a form satisfactory to the government parties) that any of their requirements in this respect have been fully met.

**(23) Right to Information**

- (a) Proponents should note that the Right to Information Act 2009 (RTI Act) gives members of the public legal rights to be given access to documents held by government parties. All or part of an EOI may be disclosed to third parties if there is a requirement to do so under the RTI Act.
- (b) Any information that is of a confidential nature or concerns the business, professional, commercial or financial affairs of a proponent—the disclosure of which could reasonably be expected to have an adverse effect on those affairs—may be exempt from disclosure under the relevant legislation and should be marked as follows:
  - Right to Information Act – Sensitive business information
  - Confidential to [entity name]
  - Refer to [name and title of company representative who is claiming exemption]
  - Telephone [direct telephone number].
- (c) Marking information in the manner stated above will not necessarily prevent disclosure of the information in accordance with the RTI Act. Any decision to grant access to a document will be determined by the requirements of the RTI Act. A proponent will not be entitled to make any claim in relation to any actions taken in relation to, or under, the RTI Act.

**(24) Government parties not liable**

- (a) In no circumstances will the government parties, the Bid Manager or any of their respective directors, officers, employees, agents or advisers be liable to a proponent or its participants (whether the proponent is preferred or unsuccessful) whether in contract, tort (including negligence or misrepresentation), under statute (to the extent permitted by law) or otherwise for any costs, losses, expenses, liabilities or damages incurred or suffered by The proponent or its participants:
  - (i) responding to the EOI documents in preparing the EOI (whether conforming, non-conforming, alternative or consolidated proposals) or in otherwise acting in reliance upon the EOI documents
  - (ii) arising out of or in connection with:
    - A. participation in or responding to any discussions, negotiations, interviews, enquiries or requests for details or information whether before or after the Closing Time for lodgement of the EOI
    - B. participation in the EOI process generally
  - (iii) arising out of or as a result of the exercise, or failure to exercise, by the government parties or the Bid Manager of any of their rights under the EOI conditions, including rights under clause 3.

**(24) Government parties not liable (continued)**

- (b) Any proponent not selected as a preferred proponent will have no claim against the government parties, the Bid Manager or their respective employees, agents or advisers in connection to the government parties' decision to select another proponent as a preferred proponent.

**(25) No appeal**

- (a) Proponents will have no right to appeal to the government parties against any decisions arising from the processes involved in these projects, whether during the EOI process or in later bid processes or transaction stages of the projects.

**(26) Publicity**

- (a) At all times up to and including the award of the contract to the preferred proponents or the termination of this EOI process (whichever is the first to occur), the government parties shall be solely responsible for all communications with all media in respect of the project and this EOI process. If during this period, a proponent wishes to communicate with any section of the media in respect of any of these matters, it must first obtain the written consent of the government parties.
- (b) In giving its consent under this clause, the government parties shall be entitled to place any conditions that the government parties in their sole discretion deem appropriate.



# Annexure

## 2. Letter From Transit Systems



Stradbroke Ferries Limited  
ABN 63 009 725 713  
PO Box 195, Cleveland, QLD 4163  
End of Middle Street, Cleveland QLD 4163  
Ph: (07) 3488 5300 Fax: (07) 3821 0013

Toondah Harbour  
PDA Proponents

June 2014

All proponents will be aware that Stradbroke Ferries Pty Ltd is the Freehold owner of land within the Toondah PDA area, as well as having significant areas under long term lease from the State. These leases have major leasehold improvements.

Stradbroke Ferries currently operates the vehicle and passenger service to North Stradbroke Island from those properties and has indicated that we are very prepared to work with proponents to understand the best ways to incorporate those assets into any proposals that come forward for consideration, while at the same time maintaining an operating business at the site.

We look forward to successful development at this gateway to North Stradbroke Island

Yours faithfully

A handwritten signature in black ink, appearing to read 'D Thomson', is written over a light blue horizontal line.

David Thomson  
General Manager



# Annexure

## 3. Returnable schedules

### Returnable Schedule A – Proponent details

#### Minimum information required

The EOI response should provide the name and full details of the proponent, including:

1. Name of the entity
2. Nature of the entity (e.g. publicly listed company, partnership, proprietary company) including their relationship with any immediate and ultimate parent companies and details of any registered company, business, and trading names
3. ABN, ACN, or other identification number
4. Place of incorporation/registration, registered office, postal address
5. Details of current office bearers and/or directors
6. Details of principal shareholders (unless a publicly listed company)
7. Contact details of the individual with whom the Government Parties will principally communicate in dealings, including:
  - name and title
  - email address
  - office, mobile, and facsimile numbers
  - postal and street addresses
8. A brief overview of the entity and, if the entity is a consortium, each participant of the consortium, including background information, details of their operations and roles in the consortium
9. A description of the entity's management and governance structure and details of decision making processes, including identification, mitigation and resolution of probity and competitiveness issues
10. The identity of any company that has become insolvent with which any director of the entity or a participant has been associated
11. Disclosure of all related parties of a participant that may be a participant of another proponent, including details of:
  - the relationship between the related parties and a summary of previous working relationships on similar projects
  - internal governance arrangements and procedures which the proponent has or will put in place to identify, mitigate and resolve any probity and competitiveness issues
  - how compliance with these internal governance arrangements and other procedures will be monitored and certified

#### Mandatory requirement

Provide a statement, signed by the proponent (and if applicable each consortium participant) disclosing that they are not aware of any matter of a probity nature requiring disclosure (or, if relevant, a detailed disclosure of any matter).



Returnable schedule B - Vision

SC1    Demonstrated understanding and appreciation of the project  
SC1.1 Demonstrate understanding and support of the project/s including concept, quality and vision

The proponent is required to demonstrate understanding and support of the vision for the Toondah Harbour and/or Weinam Creek Priority Development Areas.

- Minimum information required
1.        Articulate clearly the land the Proponent proposes to develop within one or both PDAs.
  2.        Proponent to indicate how it would align outcomes with the vision for the precinct/s and indicative approach to product mix
  3.        Target market sectors into which the development works will be sold
  4.        Target densities, height, product types, mix and GFA and accessibility of development
  5.        Indicative mix and role of permanent commercial and retail components of development and how they may function with the residential component
  6.        Considerations on staging of development and additional infrastructure provision
  7.        Outline of the proposed approach to achieving excellence in urban design and architecture
  8.        Indication of how the development will interface with existing and proposed marine infrastructure and activities
  9.        Indicative built form sustainability strategy and how this is proposed to be achieved. {Note: EDQ generally targets EnviroDevelopment six leaf accreditation in its developments}
  10.       Indicative car parking solutions

Returnable schedule C – Delivery model

SC1 - Demonstrated understanding and appreciation of the project  
SC1.2 - Demonstrate soundness of the delivery model

- The proponent is required to:
- demonstrate soundness of the delivery model/s
  - address the approach to market

- Minimum information required
1.        Proposed resourcing including:
    - the project team, including names and employers of key personnel such as project director and senior design and construction management personnel
    - the capability and capacity of the proposed design and construction personnel (provide one page CVs for the proponent’s key personnel)
    - details of the experience of key contractors, including any construction contractor, project manager, architect and other consultants involved in design and construction of similar projects
  2.        Proposed project governance arrangements
  3.        Approach to value chain integration (development, construction, management, marketing, operations)
  4.        Complete a Workforce Relations Management Plan for building construction projects exceeding \$10 million in value and civil engineering projects exceeding \$20 million in value– a model template is available for downloading from eTender
  5.        Completed a Compliance Schedule for works valued over \$2 million– a model template is available for downloading from eTender
  6.        Indicative staging of developer works and infrastructure
  7.        Clearly state whether the proponent is interested in delivering components of the additional infrastructure requirements
  8.        Disposal, management and tenure of the developer works

Part D - Financial capacity

SC 2 – Demonstrated capability, balance sheet, track record and certainty of delivery  
SC2.1 - Demonstrate financial capacity (including balance sheet capacity and any supporting information from financiers) to fulfil the obligations, responsibilities and liabilities associated with the project/s  
SC2.2 - Demonstrate a track record of financing and successfully completing developments of the size and complexity of the project/s, including the source and terms of financing

The proponent is required to demonstrate financial capacity (including the proponent’s financier/s) to fulfil the obligations, responsibilities and liabilities associated with development the scale and complexity of the project/s. This criterion specifically relates to the specific party (or parties) that would be contracting with MEDQ as the development partner (contracting party) and any parties that will be providing credit support to the contracting party (supporting party). Collectively, these are the ‘financial parties’.

- Minimum information required
1.        Provide a balance sheet for the financial parties and a statement confirming the solvency of the financial parties (or from the parent of the financial parties, where support will be provided by that parent)
  2.        Indicate what credit support will be provided by supporting parties and any limitation on that credit
  3.        Describe the level and type of any parent support (e.g. parent company guarantees) expected to be provided to financial parties, including a confirmation letter from the parent companies
  4.        Provide a list of contingent liabilities including:
    - all significant pending litigation not reflected in the financial statements to be supplied, and a list of all significant capital commitments
    - all significant capital commitments not reflected in the financial statements to be supplied, which will occur over the next 24 months
  5.        Provide a list of all significant loans, guarantees and credit facilities in place
  6.        Provide a statement concerning current and planned financial commitments to other projects, and an assessment of the extent to which these commitments may affect the financial parties’ abilities to raise the necessary finance for the project
  7.        Identify any breaches or near breaches in debt covenants for the past three years
  8.        Provide a copy of the full audited financial report for the last two financial years including the financial statements and all notes to the financial statements for the financial parties. Where applicable, the most recent interim financial statements are also to be provided.

Where the financial statements for the most recent financial year remain unsigned by Auditors, audited accounts for the prior year should be provided along with pro-forma financial statements for the most recent financial year. A statement as to the accuracy of the pro forma financial statements should be provided.

- Where the above are not available (e.g. for companies not required to prepare statutory audited financial statements), provide unaudited financial statements and other financial or other such information that will enable EDQ to conduct a financial risk assessment. This may include information such as:
- special purpose financial reports or company management accounts
  - certification of a director, proprietor or trustee affirming that the financial statements provide a true and fair view of the financial affairs of the entity.

This information is to be provided for the last three financial years to cover the same period as two years of audited financial reports that include comparative information from the previous year.

9.        Identify any material change (as generally accepted in Australian accounting rules) in the financial position of the financial parties since the date of the last audited financial statements
10.       Identify any events that could potentially and materially impact the financial position of the financial parties since the date of the last audited financial statements and up to the date of the EOI response. For example, this may include recent or pending acquisitions and divestments, asset value write-downs or material changes in cash flow, and any other circumstances that may affect the ability of the financial parties to meet their contractual obligations as development partner.

N.B. The proponent's financial statements will be treated in strict confidence and will only be used for assessing bids.



Part E - Funding strategy

SC 2 – Demonstrated capability, balance sheet, track record and certainty of delivery  
SC2.3 - Provide details on proposed funding strategy/support and high level commercial terms

- The proponent is required to:
- demonstrate the proponent’s track record of financing and successfully completing developments of the size and critical timing similar to the project/s, including the source and terms of financing
  - provide details on the proponent's proposed funding strategy and key commercial terms
  - detail the level of equity the proponent will be investing and the proponent's capacity to provide that equity.

- Minimum information required
1. Provide an overview of the proponent's track record in successfully financing developments of the size and critical timing similar to the project/s, including the source of terms and financing
  2. Provide an overview of the proposed project funding strategy, including details of capital sources, documentation that confirms availability of capital, and any specific material conditions in relation to access to capital sources. In addition, specify (relative to the estimated total development costs) the level of equity the proponent is prepared to invest
  3. Suggest a commercial and taxation structure
  4. Confirm acceptance of the proponent roles and responsibilities in section 5 of the Information Memorandum, or propose an alternative allocation.

Returnable schedule F – Capability, track record and certainty of delivery

SC 2 – Demonstrated capability, balance sheet, track record and certainty of delivery  
SC2.4 - Demonstrate a successful track record in mobilising and delivering high quality residential and mixed use, tourism and/or marine related development projects  
SC2.5 - Complete a minimum of two project data sheets for reference projects of a scale and complexity commensurate with proposed development  
SC2.6 - Demonstrate marketing and sales capacity and experience to dispose of the products

- The proponent is required to:
- demonstrate a successful track record in mobilising and delivering large scale, high quality residential and mixed-use , tourism and/or marine-related development projects
  - demonstrate the proponent’s marketing and sales capacity and experience to dispose of the developer works

- Minimum information required  
Proponents are required to demonstrate:
- capacity and experience in the delivery of projects of a similar complexity and scale
  - the marketing and sales experience of the proponent to sell the developer works in a timely manner

Using the Project Data Sheet Proforma at Returnable Schedule I, provide sufficiently detailed information on the reference projects (minimum of two) for the evaluation panel to assess the experience and capability of the proponent adequately in relation to:

1. Design and construction of mixed-use, residential projects and tourism and/or marine-related development projects
2. Projects of the proponent that have received peer recognition for architectural and urban design quality
3. Methods used to manage cost, risk, quality, and industrial relations
4. Innovation in construction, while emphasising workplace health and safety
5. Complexities similar to those that may be experienced in developing within the precincts
6. Marketing and sales experience in terms of mixed-use, residential projects, tourism and/or marine related projects

Part G - Project data sheet

SC 2 – Demonstrated capability, balance sheet, track record and certainty of delivery

- Proponents are to complete a project data sheet for each reference project submitted (minimum of two projects).  
Project data sheet [    ] of [    ]
1. Name of reference project
  2. Reference project Image
  3. Location
  4. Client
  5. Role of proponent, or if the proponent is a consortium, the consortium participants’ role in the reference project (e.g. consortium member, prime contractor, contractor, sub-contractor, financial adviser, debt/equity provider etc.)
  6. Date started
  7. Date completed relative to targeted completion date
  8. Contract type
  9. Project value (\$AUD)
  10. Contract value of works conducted by proponent or the consortium participant/s (\$AUD)
  11. Reference project description (i.e. how the project demonstrates experience and capability as per SC1)
  12. Major contractors and sub-contractors engaged by the proponent or the consortium participants during the reference project
  13. Nominated key personnel involvement
  14. Client referee
  15. Contact details for the client referee

Part H - Achievement of desired project outcomes and additional infrastructure requirements

SC 3 – Achievement of desired project outcomes and additional information requirements

- Minimum information required
1. Provide an overview of the proponent’s proposed approach to development to a to achieve the desired project outcomes including integrated public realm outcomes
  2. Provide an overview of the scope of contribution and the mechanism by which the proponent intends to assist the delivery of the additional infrastructure requirements

Part I - Local industry participation and skills development

SC 4 – Local Industry participation and skills development  
SC 4.1 - Articulate the proposed plan for local industry participation in the project/s consistent with the Queensland Charter for Local Content  
SC 4.2 - Articulate the proposed plan for Indigenous economic participation in the project/s  
SC 4.3 - Articulate the proposed plan for training and skills development in the project/s consistent with the Queensland Government’s 10% training policy

- Minimum information requirements
1. Complete the Queensland Charter for Local Content Statement of Intent template, which is provided in Microsoft Word format, which is available for downloading from e-Tender
  2. Complete the Model Indigenous Economic Partcipation Plan template, which is available for downloading from e-tender
  3. Provide a statement articulating the proponent’s proposed approach to training and skills development



# Abbreviations

ED Act	Economic Development Act 2012
EDQ	Economic Development Queensland
EOI	Expression of Interest
GFA	Gross Floor Area
LGA	Local Government Area
MEDQ	Minister for Economic Development Queensland
PDA	Priority Development Area
RCC	Redland City Council
RFP	Request for Proposal
RTI Act	Right to Information Act 2009
SEQ	South East Queensland



# Glossary

Bid manager:	Jacob Swan of Jones Lang LaSalle and Mark Creevey of Ray White
EOI documents:	Expression of Interest documents including the information memorandum and supporting plans and documents that are made available to proponents during the course of the competitive bid process
Government parties:	Economic Development Queensland and Redland City Council
Probity adviser:	Peter Bittner of HWL Ebsworth Lawyers
Projects:	Toondah Harbour and Weinam Creek Projects
The State:	State of Queensland





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