Adopted Minutes
of the
Special Council Meeting
held
Wednesday, 31 October 2012
at
2.00 pm
Gold Coast City Council Chambers
135 Bundall Road  Surfers Paradise

Our positioning statement
Working for our future - today

Our city vision
Defined by our spectacular beaches, hinterland ranges, forests and waterways, the
Gold Coast is an outstanding city which celebrates nature and connects distinct
communities with the common goal of sustainability, choice and wellbeing for all.

Our mission
Leading the way towards a bold future that can sustain growth and economic development
while retaining a lifestyle that is uniquely “Gold Coast”
INDEX
Minutes of the
Special Council Meeting
31 October 2012

<table>
<thead>
<tr>
<th>ITEM</th>
<th>SUBJECT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>ATTENDANCE / LEAVE OF ABSENCE</td>
</tr>
<tr>
<td>2</td>
<td>BUSINESS OF THE MEETING</td>
</tr>
<tr>
<td>2.1</td>
<td>For the purpose of considering the Broadwater Marine Project</td>
</tr>
</tbody>
</table>
Minutes of the Special Council Meeting of the Council of the City of Gold Coast held at the Gold Coast City Council Chambers, 135 Bundall Road, Surfers Paradise, on Wednesday, 31 October 2012 at 2.00 pm.

1 ATTENDANCE

Cr T R Tate Mayor
Cr D Gates
Cr W Owen-Jones
Cr C M Caldwell
Cr T C Gilmore
Cr D M Crichlow
Cr A J D Bell
Cr R La Castra (arrived at 2:10pm)
Cr G M Tozer
Cr P A Taylor
Cr J E Grew
Cr G J Betts
Cr D I McDonald
Cr C L Robbins

Mr D Dickson Chief Executive Officer
Mr A J McCabe Chief Operating Officer
Mr G Potter Director Organisational Services
Mr D Scott Director Economic Development & Major Projects
Mr D Corkill Acting Director Planning Environment & Transport
Mrs C McCool Director Community Services

1.1 APOLOGIES/LEAVE OF ABSENCE

RESOLUTION  G12.1031.001  Moved Cr McDonald  Seconded Cr Owen-Jones
That the apology of Cr Grummitt be noted.  CARRIED

1.2 ADOPTION BY COUNCIL  5 NOVEMBER 2012

RESOLUTION  G12.1105.006  Moved Cr Tozer  Seconded Cr Robbins
That the Amended Version 2 Minutes of the Special Meeting of the Full Council of the City of Gold Coast held on Wednesday, 31 October 2012 at 2.00 pm be confirmed.  CARRIED
2 BUSINESS OF THE MEETING

2.1 FOR THE PURPOSE OF CONSIDERING THE BROADWATER MARINE PROJECT

CLOSED SESSION
LOCAL GOVERNMENT ACT 2009 AND SUPPORTING REGULATIONS

PROCEDURAL MOTION
Moved Cr Tate Seconded Cr McDonald

That Council move into Closed Session pursuant to section 72(1) of the Local Government (Operations) Regulation 2010, for the consideration of the following items for the reasons shown:-

<table>
<thead>
<tr>
<th>Item</th>
<th>Subject</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1</td>
<td>FOR THE PURPOSE OF CONSIDERING THE BROADWATER MARINE PROJECT</td>
<td>Contractual Matters</td>
</tr>
</tbody>
</table>

CARRIED

PROCEDURAL MOTION
Moved Cr Tate Seconded Cr McDonald

That Council move into Open Session.

CARRIED

Following resumption into Open Session Item 2.1 was moved and carried as shown on the following page.
2 BUSINESS OF THE MEETING (CONTINUED)

2.1 FOR THE PURPOSE OF CONSIDERING THE BROADWATER MARINE PROJECT (CONTINUED)

Refer 34 page attachments

RESOLUTION  G12.1031.002   Moved Cr Tate   Seconded Cr La Castra

1 That the report/attachment be deemed non-confidential except those parts deemed by the Chief Executive Officer to remain confidential in accordance with sections 171(3) and 200(9) of the Local Government Act 2009.

2 That Council endorse the recommendations contained within Section 15 of the report, subject to the revisions adopted at the meeting, both of which are to be initially communicated to the Deputy Premier and then incorporated in Part 3 below.

3 That the Mayor be authorised to prepare and distribute a suitable public information pack for distribution to Councillors on Friday 2 November 2012.

4 That Council again expresses its strong reservations in relation to any potential development of Doug Jennings Park and the southern peninsular, and urges their exclusion from the State Government’s Expression of Interest process.

5 For the purpose of the process, it is assumed for now that the cruise ship terminal is to be built at no cost to Gold Coast City Council and is to be the first piece of infrastructure built.

6 For the purpose of the process, it is assumed for now that the cruise ship terminal, once built, is to be handed over to Gold Coast City Council for $1.

7 That Council commits to appropriate community consultation prior to any final decisions at the Expressions of Interest and potential Request for Proposals stages.

A division was called.

For  11  Cr Caldwell, Cr Crichlow, Cr Gates, Cr Gilmore, Cr Grew, Cr La Castra, Cr McDonald, Cr Owen-Jones, Cr Tate, Cr Taylor, Cr Tozer

Against  3  Cr Bell, Cr Betts, Cr Robbins

Abstained  0

Absent  1  Cr Grummitt

CARRIED
Briefing Note
NON-CONFIDENTIAL VERSION

To : Cr T R Tate
     Cr D Gates
     Cr V Owen-Jones
     Cr C M Catchpole
     Cr M J Grummitt
     Cr T C Gilmore
     Cr D M Chichlow
     Cr A J D Bell
     Cr R La Castra
     Cr G M Tozer
     Cr P A Taylor
     Cr J E Grew
     Cr G J Bettis
     Cr D M McDonald
     Cr C L Robbins

Copy :

From : Darren Scott - Director Economic Development and Major Projects

Subject : Gold Coast Southern Broadwater - Tender Process (Commercial in Confidence)

Date : 13 September 2012

File No : WF22/76/03/01(P1) #1429634

Background
Council at its meeting held 22 June 2012 resolved (G12.0622.006) to progress pre-feasibility investigations into a number of preferred locations (including navigational and economic assessments for option 3) for a Broadwater cruise ship terminal.

Council and the State Government have also received submissions/briefings from consortia for various development proposals in/on adjacent land to the Broadwater. To date there has been no formal process by State Government or Council to manage expectations and outcomes for such proposals.

The proposals vary in their development scale, intensity and composition, but seek to take advantage of the unique opportunity to develop in the State’s premier waterfront location.

Considering the above, Council in consultation with the Department of State Development, Infrastructure and Planning (DSDIP) has commenced preliminary discussion for a process to facilitate such proposals that may result in positive commercial and legacy outcomes to the State and Council.

Expression of Interest Process and Governance
It has been agreed in principle to progress the following:

- Implementation of comprehensive probity arrangements undertaking a high level planning and market assessment process for the Broadwater that considers State and Local Government outcomes and requirements. The deliverable for this process is a development vision and funding/revenue plan that will inform decision makers, the community and the market. The proposed Tender Process for an integrated tourism development could include such things as a cruise ship terminal and casino.
Assemble a project team with members from Council and DSDIP to consult with relevant experts to develop, plan and scope a Tender Process. The Tender Process will include Register of Interest (ROI), Expression of Interest (EOI) and Request for Proposal (RFP) processes including rigorous testing and examination of all assumptions and commercial objectives ("Tender Process").

Undertake market sounding by Council with the support of DSDIP and the incoming Gold Coast Waterways Authority to determine industry interest in the delivery of a cruise ship terminal and associated development.

Consult with Maritime Safety Queensland and the Gold Coast Waterways Authority as key stakeholders for shipping on the Gold Coast.

The above is a summary of the detailed discussion to date, further refinement and agreement of the Tender Process is subject to future negotiations with DSDIP. To commence the process, State Government and Council are preparing a Letter of Intent that will be used to inform the community and market. Given the timing of the Council recess, it is proposed that Council authorise the Mayor to sign the Letter of Intent once finalised and agreed, provided it is within appropriate parameters.

Minimum Timing for Tender Process and Subsequent Project Stages

| Decision by Council to proceed including Letter of intent and commencement of tender or Memorandum of Understanding |  |
| Vision and Planning documentation |  |
| Register of Interest (ROI) |  |
| Expression of Interest (EOI) |  |
| Request for Proposal (RFP) |  |
| Development approval |  |
| Possible temporary Cruise ship terminal (Option 3) |  |
| Construction |  |

The above estimated timeframes are tight and rely on a cooperative relationship between Council and DSDIP and political commitment to the process by both levels of government. After award, the preferred proponent development would be subject to the appropriate approval processes. It is understood that DSDIP throughout the EOI and RFP process will give consideration to all statutory/legislative options for facilitation of approvals.

Budget

A further report, for consideration in the September budget review, will provide a cost estimate for the process up to preferred proponent announcement. It is recommended that the unspent/uncommitted funds from the 2011–12 Broadwater Masterplanning process (that was placed on hold pending the formation of a Waterways Authority) be confirmed as a reprovision to support this process in the short term.

| 2011–12 committed funds for Ecological (completed) and Native Title (ongoing) studies | SAP CC 1005016 | $112,376 |
| 2011–12 uncommitted funds for Shared Understanding Plan and Tender Process | SAP CC 1005016 | $548,180 |
Tender Process Probity (i.e. commencing immediately)
Council in conjunction with the State, is in the process of preparing a probity plan and procuring a probity auditor/advisor. Council will be provided a copy of the probity plan once developed and briefings will be offered.

Due to the significant commercial investment at risk it is important that Council, from decision to progress the Tender Process, not enter into any correspondence or dialogue with the market that may open up the process to legal challenge. It is critical that the procurement process withstand public scrutiny and instil confidence that all parties involved in the Tender Process will be given fair and equitable treatment.

Until such time as a Probity Auditor/Advisor is appointed the City Solicitor will perform this function.

Way Forward
It is proposed that for the period of the recess the Mayor be given the delegated authority to do all things necessary and or convenient to negotiate and execute a Letter of Intent in association with the State Government for:

- the joint management of the Tender Process for the delivery of an integrated tourism development including a cruise ship terminal within the Southern Broadwater

- the joint resourcing of the vision and planning documentation and Tender Process required for a successful outcome.

RESOLUTION  G12.0914.041  Moved Cr Gates    Seconded Cr Gilmore

1 That the briefing note and attachments be deemed non confidential except for those parts deemed by the Chief Executive Officer to remain confidential in accordance with sections 171(3) and 200(9) of the Local Government Act 2009.

2 That the Mayor be provided Delegated Authority for the period of the Council Recess to negotiate and sign a Letter of Intent for the purposes as outlined in this briefing note.

A division was called.

For  13  Cr Gates, Cr Owen-Jones, Cr Caldwell, Cr Gilmore, Cr Crichton, Cr La Castra, Cr Tozer, Cr Taylor, Cr Grew, Cr Bell, Cr McDonald, Cr Robbins, Cr Tate

Against  1  Cr Bell
Abstained  1  Cr Grummitt
Absent  0

CARRIED
ITEM 1  ECONOMIC DEVELOPMENT AND MAJOR PROJECTS
BROADWATER MARINE PROJECT PLANNING INTENT AND GOVERNANCE
ARRANGEMENTS
WF22/76/03/01(F2)
Refer 13 page attachment

1 BASIS FOR CONFIDENTIALITY
Not Applicable.

2 EXECUTIVE SUMMARY
Not applicable.

3 PURPOSE OF REPORT
To provide Council with the draft planning intent, proposed procurement process, and
governance arrangements to participate with the Queensland State Government in the
Broadwater Marine Project.

4 PREVIOUS RESOLUTIONS
For relevant Council resolutions to each matter refer Attachment 1.

5 DISCUSSION

5.1 Background

The Broadwater and adjoining Queensland State Government land has been subject to
several market processes over the last decade which have yet to yield a development
outcome. The initial Notional Seaway Project (Cruise Ship Terminal) Environmental Impact
Statement was followed by two expression of interest campaigns for development at The
Spit. Prevailing market conditions and project requirements contributed to no acceptable
outcome being achieved between government and the private sector for these proposals.

On 15 September 2011 the State agreed to work with Council, through the Gold Coast
Waterways Steering Committee, to prepare a Broadwater Masterplan with the aim of
addressing waterway and interfaing land use issues as a guide for future decision making
and to give confidence to both the community and development sector of the future for the
Broadwater. While key baseline studies were undertaken, the master planning project was
placed on hold during State and Local Government elections in early 2012.

On 19 October 2012, a Letter of Intent was received from the Deputy Premier, the
Honourable Jeff Seeney MP, detailing a proposal from the Queensland State Government to
work closely with Council to explore economic development opportunities at The Spit and
Wave Break Island for an integrated tourism development including a cruise ship terminal. A
copy of the letter of intent is provided at Attachment 2 including a map of the proposed
Development Opportunity and Cruise Ship Terminal zones to be considered.

The Letter of Intent (LOI) details a range of suggested steps to be undertaken including an
initial planning exercise for the Broadwater, a Memorandum of Understanding (MOU) to
define governance matters in more detail, and a market process involving an Expression of
Interest (EOI) and Request for Proposals (RFP) to identify a preferred developer by mid
2013. Further information on each of these items is provided to Council in the report below.
ITEM 1 (CONTINUED)
BROADWATER MARINE PROJECT PLANNING INTENT AND GOVERNANCE ARRANGEMENTS
WF22/76/03/01(P2)

5.2 Broadwater Marine Project Planning Intent

Wave Break Island, Doug Jennings Park and the Muriel Henchman Boat Ramp properties are zoned for public open space purposes under the Our Living City Gold Coast Planning Scheme. These zones do not contemplate, or provide sufficient guidance for, the integrated tourism development outcomes sought for the Broadwater Marine Project. Potential reclaimed land, particularly around Wave Break Island, is not currently zoned and also requires market guidance for what would be considered acceptable to government.

Three workshops were held with senior Council and State Government officers during September and October to prepare a Broadwater Marine Project Planning Intent and to consider market processes and related matters. The draft planning intent is included at Attachment 3 for Council consideration. The purpose of the planning intent is to provide market guidance of preferred development outcomes while fostering innovation and flexibility in proposals. In particular, the planning intent aims to provide understanding to the market and confidence to the community that development will only be supported on this valuable government land where a clear and lasting economic benefit is achieved in balance with community and environmental outcomes.

The Broadwater Marine Project Planning Intent includes:

- a narrative describing why the Broadwater has been selected for the project
- a vision for the project, aligned to the new city vision
- objectives to be achieved by the project to address the vision

The project vision states:

"An internationally acclaimed integrated tourism development that lifts the Queensland economy, provides confidence to invest in the Gold Coast, and is revered by the community for the enhanced lifestyle and recreation outcomes achieved at the Broadwater."

The State and Council will work closely with developers in a cooperative approach to finding the right outcome. The planning intent will form the primary signal to the market place of what is required, however significant scope for market innovation is retained. Project objectives include:

- promote the Gold Coast as a competitive Global City
- embody the qualities that make the Gold Coast attractive and liveable
- strengthen the economic base of the Gold Coast and support long term job creation
- provide a transformational and sustained increase in international and domestic tourist visitation to the Gold Coast
- create a high quality, sustainable development that contributes positively to the city image
- respect the environmental qualities of the Broadwater, responsibly managing potential impacts and demonstrating a balanced approach to fostering economic opportunity and addressing community expectations
ITEM 1 (CONTINUED)
BROADWATER MARINE PROJECT PLANNING INTENT AND GOVERNANCE
ARRANGEMENTS
WF22/76/03/01(P2)

More detailed objectives, including Land Use, Built Form, Community, Transport and Access, Infrastructure and Operations, and Environmental outcomes are described in the planning intent. Infrastructure related objectives require development to maintain service levels. It is known that there are likely to be challenges to providing infrastructure service for large scale development at The Spit and Wave Break Island, particularly from a transport and water/wastewater perspective.

5.3 Strategic Infrastructure Estimates

High level trunk infrastructure network evaluations have been undertaken for transport, water and wastewater networks to gain a preliminary understanding of capacity and likely augmentation necessary to support major staged development at The Spit and Wave Break Island. Low, medium and high scale scenarios were evaluated for each location and included an assumption that additional bridge infrastructure would be necessary to provide services to these locations. Cost estimates for associated works were also provided.

5.3.1 Transport Strategic Infrastructure Estimate

Scenarios for development at Wave Break Island and The Spit were tested against the Gold Coast Strategic Multi-Model Model. It was assumed that all development stages would be completed by 2031 for modelling purposes. For Wave Break Island it was assumed that a low scale development scenario would generate approximately 20,000 vehicle trips per day through to a high scale scenario of approximately 33,500 vehicle trips per day.

Under all scenarios, a bridge connecting Brisbane Road, Labrador to Wave Break Island is assumed. The Wave Break Island project will result in the following preliminary infrastructure costs, exclusive of any property resumptions or major service relocations:

- Bridge to Wave Break Island: $85 million
- Connection to Brisbane Road/Frank Street intersection: $2 million
- Brisbane Road/Olsen Avenue intersection: $10 million
- Brisbane Road/Pine Ridge Road intersection: $5 million
- Gold Coast Highway/North Street intersection: $5 million

Wave Break Island Transport Infrastructure Estimate: $87 million

Low, medium and high scale development scenarios were also tested for The Spit ranging between 16,925 and 33,375 vehicle movements per day. Options with or without a new bridge crossing between Southport and Main Beach near the old Jubilee Bridge alignment were also investigated.

The Waterways Drive intersection with Gold Coast Highway is currently oversaturated in peak hours. The intersection will be severely stressed in its present form with the estimated traffic generated by the development and expected to use Waterways Drive. Transport Planning Branch has advised that this will cause major congestion issues at Main Beach and has determined that a new bridge connection between Southport and Main Beach is preferred. Additional intersection and other network augmentations would be required to manage traffic impacts as detailed below and exclusive of any major service relocations:
ITEM 1 (CONTINUED)
BROADWATER MARINE PROJECT PLANNING INTENT AND GOVERNANCE ARRANGEMENTS
WF22/76/03/01(P2)

- Bridge from Waterway Drive to Gold Coast Hwy $57-114 million
- Connections to new bridge $4 million
- Seaworld Drive $30 million
- Waterways Drive $1 million
- Macarthur Parade & Main Beach Parade $3 million
- The Spit Transport Infrastructure Estimate $95-$152 million

The variable bridge cost is associated with a cheaper composite concrete girder construction (with nine rows of piers in the river) or a more expensive two pier cable stayed bridge. The cable stay option may be necessary if allux impacts in the Nerang River from nine rows of piers cannot be resolved through other means.

These costs estimates are unlikely to change significantly between low and high development scenarios as these major road connections will be at or near capacity by 2031. These costs are a high level estimate and subject to change following further and better particulars of the project scope and network impact.

5.3.2 Water and Wastewater Strategic Infrastructure Estimate

Development at Wave Break Island has been evaluated on an assumed 3000 equivalent tenements (ET) and will be within the Southport West Water Supply Zone (WSZ). The Southport West WSZ is supplied from two reservoirs in Paperbark Court, Parkwood. The reservoir receives water from the Molendinar Water Treatment Plant. The total cost for water supply infrastructure upgrade could be in the order of $2.6 million.

The proposed development at Wave Break Island will be within the Coombabah wastewater catchment. High level assessment indicated that the development may require a number of major wastewater infrastructure upgrades as outlined below:

- One or more pump stations will need to be constructed within the development area with wastewater transported to the mainland via a 1.1 km rising main to be constructed as part of the proposed bridge to inject into the 600mm rising main running along Marine Parade at Labrador.
- A 5.5 kilometre section of the Eastern Force Main from Labrador to the Coombabah Wastewater Treatment Plant has already been identified for upgrading. The proposed development will exacerbate demand and will bring forward the upgrade. A number of major injecting pump stations along the Eastern Force Main will also require upgrade.
- Currently Stage 5 of Coombabah Wastewater Treatment Plant is being constructed. The proposed development will take away some of the planned capacity and will bring forward the Stage 6 upgrade. In addition, the recycled water release pipe is approaching its capacity and is currently being investigated for a long term solution.

Wave Break Island Water and Wastewater Infrastructure Estimate: $26.5 million

The proposed development at The Spit has been evaluated on an assumed 2900 ET and is located within the Molendinar Water Supply Zone (WSZ). This zone is supplied from the Molendinar Water Treatment Plant. Water is transferred from these reservoirs via existing 300mm, 600mm, 300mm and 225mm mains up to Sea World. A further 1 kilometre extension of this 250mm main will be required to service the proposed development. The cost for this extension is assessed to be around $0.6m, however it is possible that other network upgrades may be necessary subject to detailed modelling.
ITEM 1 (CONTINUED)
BROADWATER MARINE PROJECT PLANNING INTENT AND GOVERNANCE
ARRANGEMENTS
WF22/76/03/01(P2)

The proposed development is also located within the Coombabah wastewater catchment. High level assessment indicated that the development may require the following wastewater infrastructure to be upgraded due to additional wastewater loading.

- Approximately 4.8 km of new gravity pipes is required from the proposed development to the existing pump station A39, to the east of the Sundale Bridge.
- The section of the existing Eastern Force Main from the Sundale Bridge to the Labrador point has been identified for future upgrade. The proposed development may bring the upgrade forward.
- A number of major wastewater injecting pump stations along this section of the Easter Force Main will require upgrade.
- The Coombabah Wastewater Treatment Plant and the recycled release pipe will also require upgrade.

The Spit Water and Wastewater Infrastructure Estimate: $28.6 million

The cost of the above identified infrastructure upgrades has been estimated on a pro-rata demand basis with costs apportioned based on demand. Further detailed planning investigations, modelling and optimisation is required to identify the infrastructure and actual costs required for development at either location. The costs provided are high level and are modelled on an assumption of the highest development scenario provided at each location. Lower demand scenarios may result in a reduced cost, however many of the upgrades described would be necessary to meet low, medium and high demand scenarios.

5.3.3 Waterway Access Infrastructure and Dredging Considerations

Initial investigations for the cruise ship terminal identify the need for significant dredging to facilitate access into the Seaway and to manoeuvre ships within the Broadwater (navigation channel and swing basin infrastructure). It is estimated that the scale of capital dredging necessary to facilitate this access is in excess of 3 million m³ to either Wave Break Island or Spit locations. The capital cost of dredging is estimated at between $30 - $40 million. Maintenance dredging could be in the order of 10% of the capital cost per annum depending on the sedimentation rates and profiles ultimately established.

There are synergies associated with potential development over reclaimed land at Wave Break Island and the beneficial reuse of dredge spoil to facilitate cruise ship access which may reduce the cost. These opportunities, in addition to reclamation for new parklands or modifications to assist scour management in the Seaway, have been identified for consideration in the planning intent. Navigation channels are a form of transport infrastructure that will require careful consideration by proponents. The dredging work to facilitate cruise ship access will also benefit the local marine sector as deep keeled vessels and super yachts will also gain enhanced access to the Broadwater.

5.4 Governance

The LOI invites Council to enter into a Memorandum of Understanding (MOU) for the Broadwater Marine Project that describes the scope, governance and outcomes agreed by the parties. Council and State officers have been preparing a draft Memorandum of Understanding, with a summary of terms provided for Council consideration at Attachment 4.
ITEM 1 (CONTINUED)
BROADWATER MARINE PROJECT PLANNING INTENT AND GOVERNANCE
ARRANGEMENTS
WF22/76/03/01(P2)

The draft MOU identifies that the key economic driver for the project is an integrated tourism
development, that will be delivered at ‘no net cost’ to either party over the project life
(excluding administrative and management costs). The process is to achieve a sound market
financial return directly to the State. The MOU will address Council’s funding contribution
toward the project and how these costs will be reimbursed to Council if the tender process is
successful. The MOU will also address how funding will be shared between the parties
should the tender process fail.

5.5 Market Process

The State has proposed an Expression of Interest (EOI) and Request for Proposals (RFP)
procurement approach to the market place.

A meeting was held between the Deputy Premier and the Mayor on 16 October 2012 where
the process was discussed including an aim to receive submissions from the EOI prior to
Christmas, closing 21 December 2012. This is consistent with the six (6) week EOI duration
commencing early to mid November, with evaluation of proposals to be undertaken early 2013,
canvassed by the LOI.

Early delivery of cruise ship terminal one will be included in the EOI as a desired outcome.
Initial market feedback will be received by the end of 2012 coinciding with other technical
studies being undertaken for terminal one by Council. Council can then decide to either
progress terminal one as part of an integrated development proposal or separately.

Upon short listing, the preferred proponents will enter into a more detailed RFP process
which is intended to conclude with a preferred developer identified by mid 2013.

Transactional elements of the project are to be hosted by the State Government. As such it is
likely that a data room would be established to provide registered proponents with additional
information to inform their proposals. To this extent, it is anticipated that a range of baseline
studies may be made available from the Broadwater Masterplan, Cruise Ship navigation and
Seaway/Broadwater hydrodynamic investigations. More detailed analysis of infrastructure
network capacities, upgrades and cost considerations for both local and state networks is
also proposed to inform the RFP process. Funding for this consultancy work was provided for
Council consideration in the September budget review.

There have been several market processes already that have not yielded a development
outcome and it will now be crucial to maximise and maintain market confidence through to
financial close (2-3 years). To achieve this outcome it will be important to provide consistent
and controlled messaging to the market place highlighting the key differences of the current
process relative to the past. These positive differences include:

- a joint State/Council team
- maximum planning powers
- guaranteed infrastructure provision
- meaningful program of works to assist project acceptance by the community
ITEM 1 (CONTINUED)
BROADWATER MARINE PROJECT PLANNING INTENT AND GOVERNANCE ARRANGEMENTS
WF22/76/03/01(P2)

Project participants have been asked to complete and sign a probity guide which has been established by Council as an interim measure to ensure project confidentiality and conflict of interest matters are suitably managed until a probity plan has been prepared for the market engagement process. The probity guideline and probity plan are to provide confidence to the market place of the integrity of the procurement process. Council has approached consultants to prepare the probity plan with quotes to be received and evaluated late October 2012.

6 ALIGNMENT TO BOLD FUTURE VISION, CORPORATE PLAN, OPERATIONAL PLAN

Key Focus Area 6: A city with a thriving Economy
5.2 Our infrastructure supports globally competitive business development and growth
5.2.1 Ensure development of infrastructure that promotes the sustainable economic growth of the city, working with other agencies
5.5 Regional collaboration and pro-active representation enhance the city
5.5.3 Position and maintain the city as a recognised and vibrant destination for business, tourism and residents, highlighting major points of difference from competing cities and regions.

7 FUNDING AND RESOURCING REQUIREMENTS

Separately to this report, the September 2012 budget review process approved re-provision from 2011-12 of $548,180 (CC 1005018) and additional budget of $745,570 from the Strategic Priority Reserve as follows:

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Description</th>
<th>Budget at July 2012</th>
<th>Reprovision and transfers requested</th>
<th>Additional budget 2012-13 requested in September 2012 budget review</th>
<th>Total 2012-13 Budget</th>
<th>Estimated 2013/14 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broadwater Marine</td>
<td>Tender Process for an integrated tourist development including a cruise terminal</td>
<td>$0</td>
<td>$548,180</td>
<td>$745,570 from the Strategic Priority Reserve</td>
<td>$1,293,680</td>
<td>TBC</td>
</tr>
</tbody>
</table>

The budget is for works up to selection of a preferred developer and includes preparation of supporting planning work and infrastructure studies, marketing and communication requirements, participation in the procurement process (governance, legal and probity).

It is anticipated that there will be ongoing significant coordination work provided by the Major Projects Branch, EDMP and internal resources required to feedback in to the EOI process. Two coordinators have been assigned to the project in Major Projects Branch.
ITEM 1 (CONTINUED)  
BROADWATER MARINE PROJECT PLANNING INTENT AND GOVERNANCE ARRANGEMENTS  
WF22/76/03/01(P2)

The EOI and RFP process will require technical input from Council to assist the evaluation processes to ultimately determine a preferred developer. It will be important that requests for advice from the market or other government stakeholders during the EOI and RFP are answered quickly and accurately to maintain market confidence and ensure high quality submissions are provided. To this extent it is likely that advice from senior infrastructure planning resources will be required from the Transport Planning Branch (PET), Service Sustainability Branch (SCW), Parks and Recreational Services Branch (CS), and the Engineering Assets and Planning Branch (ES). There will also be a need for ongoing town planning, architectural/urban design, legal, communication, media and environmental advice.

Council has approved budget for navigational and economic assessments for a possible cruise ship terminal at particular Council preferred locations. Council is also progressing in collaboration with Maritime Safety Queensland, hydrodynamic modelling that will inform the dredging strategy for relevant navigational channels to support cruise ship arrival and departure movements. The hydrodynamic study will also provide dredging impacts and mitigation strategies for such activities and detail possible impacts to the Seaway system (training walls and Gold Coast Seaway Sand Bypass System). These studies are very relevant to the Broadwater Marine Project and will assist Council and the State regarding possible development scenarios and cost impacts.

8 RISK MANAGEMENT

The LOI identifies a requirement that the project proceed without financial or other material risk to the State. Likewise, a similar objective is proposed for Council in the MOU, including innovative funding strategies to upgrade required infrastructure to de-risk the project to the market.

It is proposed to carefully manage the risk allocation between State and Council and ensure a clear process is offered to the market. The State and Council will form an integrated project team as a central point of contact and accountability for the proponents and project stakeholders. The integrated project team will be responsible for the identification of all risks and issues associated with the project and will be given a clear mandate that the offering to market is carefully considered in relation to feasibility and in addressing community concerns.

Council officers will ensure Council’s funding contribution is protected and interests in the project are met in all documentation and planning. As stated above, the project framework has been established to protect the integrity of the transaction process and to minimise the risk to all parties.

9 STATUTORY MATTERS

The Expression of Interest and Request for Proposals process is to be conducted by the State.

There is a range of potential planning mechanisms through which a major development proposal of this nature could be assessed. Due to the project scale and environmental values within the Broadwater, referral of the project to the Federal Government under the Environmental Protection and Biodiversity Conservation Act 1993 will be required. It is anticipated that an Environmental Impact Statement development process could be applied to consider the overall development.
ITEM 1 (CONTINUED)
BROADWATER MARINE PROJECT PLANNING INTENT AND GOVERNANCE
ARRANGEMENTS
WF22/76/03/01(P2)

There are other powers available to the State Government under the State Development and Public Works Organisation Act relating to the delivery of infrastructure works. Council officers will continue to work with the State and proponents during the procurement process to finalise the preferred development approvals pathway.

Special development legislation has also been discussed with the State during the workshop process, however this is not currently the preferred approach. The State is reviewing development legislation including the Sustainable Planning Act and coastal planning requirements. Any amendments to applicable legislation may influence the preferred approvals pathway for the development.

10 COUNCIL POLICIES

No amendments to or new policies are proposed.

11 DELEGATIONS

Not Applicable.

12 COORDINATION & CONSULTATION

Intergovernmental workshops were held to consider the scope of the Broadwater Marine Project, procurement process, and to prepare the planning intent. Key government stakeholders involved in the workshops included:

Gold Coast City Council:

Darren Scott         Director Economic Development and Major Projects
Warren Rowe         Director Planning, Environment and Transport
Matthew Hulse      Manager Implementation and Assessment Branch
David Corkill      Manager Strategic and Environmental Planning and Policy Branch
Darren Stewart      Manager Major Projects
Nick Tzannes       Executive Coordinator Growth Management Unit
Hamish Kiddie      Senior Lawyer
Chris Gee          City Architect
Finn Jones         Principal Architect/Urban Designer
Richard Clarke     Executive Coordinator Feasibility and Partnerships
David Tighe       Executive Coordinator City Transport

Department of State Development, Infrastructure and Planning:

Damien Walker      General Manager, Major Projects
Paul Toloui-Wallace Project Manager, Major Projects

Strategic infrastructure estimate advice has been prepared in consultation with David Tighe - Executive Coordinator City Transport, Sayed Khan – Executive Coordinator Asset Growth and Infrastructure Planning and Luke Adair – Coordinator Major Projects.
ITEM 1 (CONTINUED)
BROADWATER MARINE PROJECT PLANNING INTENT AND GOVERNANCE ARRANGEMENTS
WP22/78/03/01(P2)

13 STAKEHOLDER IMPACTS

External / community stakeholder impacts

Development proposals north of Seaworld have previously attracted strong community interest coordinated through the Save Our Spit movement. A rally has been scheduled for 4 November 2012, at Doug Jennings Park, to protest the current cruise ship proposal. It is likely that the surfing, diving and boating community; environmental groups; and local communities that fringe the Broadwater will have a close interest in any major development proposed on government land at either Wave Break Island or The Spit.

On 26 October 2012, Council officers briefed representatives from organisations with a relationship to the surfing industry regarding the cruise ship terminal proposal (invited were Surf Rider Foundation, National and World Surfing Reserves, Southern Cross University, Bond University, Surf Life Saving Queensland, Surfing Queensland, Surfing Australia, Chair and Deputy Chair of GSCC, Griffith University, Council Lifeguard Services). The purpose of the briefing was to outline the current status of the cruise ship work (prefeasibility, navigation, economic and hydrodynamic). An overview of the evolution of "The Other Side" surf break at South Stradbroke Island past the construction of The Seaway was provided by Professor Andrew Short. The purpose of this discussion was to highlight the minimal impact that dredging and deepening the existing navigational channel would likely have to the surf break at the "The Other Side". Surfing representatives appreciated the consultation, and although not necessarily supportive, wish to remain engaged in the process. As part of this continuing consultation process modelling of the ebb tide delta area should be undertaken to inform the dredging strategy and understand dredging impacts.

The Broadwater Marine Project tender process will require proponents to carefully consider a broad range of community and environmental matters. There are also objectives in the planning intent for proponents to address infrastructure requirements and maintain service levels. While it is likely that the ultimate development approval process will provide the community with an opportunity to make formal submissions on a range of matters, it will be important to address community concern throughout the market process. It will also be important to maintain confidence in the market that government is committed to the Broadwater Marine Project.

The Gold Coast Waterways Authority will be established in December 2012 and will be an important stakeholder overseeing waterway management including navigation channels, the Seaway and sand bypass system operations. The Waterways Authority will also have a keen interest in any development works that may potentially impact the hydrodynamics and sediment transport characteristics at the Seaway and ongoing navigation channel maintenance requirements within the Broadwater.
ITEM 1 (CONTINUED)
BROADWATER MARINE PROJECT PLANNING INTENT AND GOVERNANCE
ARRANGEMENTS
WF22/76/03/01(P2)

Internal (Organisational) Stakeholder Impacts

The EOI and RFP process will require technical resources across Council to assist the
evaluation panel in determining a preferred developer. It will also be important that requests
for advice from the market during the EOI and RFP are answered quickly and accurately to
maintain market confidence and ensure high quality submissions are provided. To this extent
it is likely that advice from senior infrastructure planning resources will be required from
Transport Planning Branch (TPB), Service Sustainability Branch (SSB), Parks and
Recreational Services Branch (PRS), and the Engineering Assets and Planning Branch (EAP).
There will also be a need for ongoing town planning, architectural/urban design, legal and
environmental advice. Council Major Project’s Branch will oversee Council’s project
management and coordination of advice from these stakeholders.

Ultimately new infrastructure assets may be provided to Council to maintain as an outcome
of developments on the Spit or Wave Break Island. It will be important that Council officers
are engaged throughout the procurement to development assessment process to ensure assets
are developed to an appropriate standard and that costs are suitably apportioned.

14 TIMING

The MOU is intended to be finalised and signed by both parties by 9 November 2012.

The EOI is anticipated to go to market the following week. The EOI will take approximately 6
weeks commencing early-mid November with submissions received prior to Christmas.
Evaluations of submissions will be undertaken early 2013. A RFP from shortlisted developers
will then be undertaken. This will take approximately 18 weeks until mid 2013. A preferred
developer will then be identified.

15 CONCLUSION

A Letter of Intent has been received from the Deputy Premier, the Honourable Jeff Seeney
MP, inviting Gold Coast City Council to work closely with the Queensland State Government
to undertake a market process for an integrated tourist development at Wave Break Island
and The Spit. The integrated tourist development is intended to include a cruise ship terminal
in addition to other tourist, marine and leisure uses which must enhance the Gold Coast
economy and deliver a sustained increase in tourist visitation to the city.

As the proposed development areas are government land generally zoned for open space
purposes, a Broadwater Marine Project Planning Intent has been prepared to guide the
market. The planning intent provides a project vision and details land use, built form,
community, infrastructure and environmental objectives. Strategic infrastructure estimates
have been prepared for transport, water and wastewater trunk infrastructure and while the
costs are substantial to service either Wave Break Island or The Spit development areas,
development appears feasible.
ITEM 1 (CONTINUED)
BROADWATER MARINE PROJECT PLANNING INTENT AND GOVERNANCE
ARRANGEMENTS
WF22/76/03/01(P2)

The State has proposed an Expression of Interest and Request for Proposals process to determine a preferred developer by mid 2013. The procurement process is intended to be undertaken by the State with the input and support of Council. Delivery of cruise ship terminal one is a key requirement to be addressed by proponents during the EOI process. Council will be able to make a decision in early 2013 whether to progress terminal one as part of an integrated tourist development or separately.

There has been several market processes already that have failed to yield a development outcome and it will now be crucial to maximise and maintain market confidence through to financial close (2-3 years). To achieve this outcome it will be important to provide consistent and controlled messaging and highlight the key differences of the current process relative to the past. Positive differences include:

- joint State/Council team
- maximum planning powers
- guaranteed infrastructure provision
- meaningful program of works to assist project acceptance by the community

Council and State officers have prepared a Memorandum of Understanding (MOU) for the Broadwater Marine Project that describes the scope, governance and outcomes agreed by the parties. The draft MOU identifies that the key economic driver for the project is an integrated tourism development, that will be delivered at ‘no net cost’ to either party over the project life (excluding administrative and management costs). The MOU addresses Council’s funding contribution toward the project and how those costs will be reimbursed to Council if the tender process is successful. The MOU also addresses how funding will be shared between the parties should the tender process fail.

The following recommendations are made to progress with the matter:

1. That Council endorses the Broadwater Marine Project Planning Intent and it be included in the Expression of Interest and Request for Proposals process.

2. That the Mayor write to the Deputy Premier, the Honourable Jeff Seeney MP, agreeing to work closely with the Queensland State Government to consider a cruise ship Terminal at the Southport Broadwater as part of an integrated tourism development.

3. That Council endorses the Term Sheet as the basis for preparing a Memorandum Of Understanding with the Queensland State Government for the Broadwater Marine Project.

4. That the Chief Executive Officer be delegated the power to sign the Memorandum of Understanding with the Queensland State Government in relation to the Broadwater Marine Project.
ITEM 1 (CONTINUED)
BROADWATER MARINE PROJECT PLANNING INTENT AND GOVERNANCE
ARRANGEMENTS
WF22/76/03/01(P2)

16 RECOMMENDATION

It is recommended that Council resolves as follows:

RESOLUTION G12.1031.002 Moved Cr Tate Seconded Cr La Castra

1 That the report/attachment be deemed non-confidential except those parts deemed by the Chief Executive Officer to remain confidential in accordance with sections 171(3) and 290(8) of the Local Government Act 2009.

2 That Council endorse the recommendations contained within Section 15 of the report subject to the revisions adopted at the meeting, both of which are to be initially communicated to the Deputy Premier and then incorporated in Part 3 below.

3 That the Mayor be authorised to prepare and distribute a suitable public information pack for distribution to Councillors on Friday 2 November 2012.

4 That Council again expresses its strong reservations in relation to any potential development of Doug Jennings Park and the southern peninsular, and urges their exclusion from the State Government’s Expression of Interest process.

5 For the purpose of the process, it is assumed for now that the cruise ship terminal is to be built at no cost to Gold Coast City Council and is to be the first piece of infrastructure built.

6 For the purpose of the process, it is assumed for now that the cruise ship terminal, once built, is to be handed over to Gold Coast City Council for $1.

7 That Council commits to appropriate community consultation prior to any final decisions at the Expressions of Interest and potential Request for Proposals stages.

CARRIED

Author:
Richard Clarke
Executive Coordinator Feasibility & Partnerships
26 October 2012

Authorised by:
Darren Scott
Director Economic Development and Major Projects
PREVIOUS RESOLUTIONS

COMMITTEE RECOMMENDATION B12.1009.008
Moved Cr Tate seconded Cr La Castra

1 That the report/attachments be deemed non-confidential documents except for those parts deemed by the Chief Executive Officer to remain confidential in accordance with sections 171 (3) and 200 (9) of the Local Government Act 2009.

2 That budget funding to continue investigation and consultation for the proposed tender process ($745,570) and option 3 ($924,500) as described in section 7 of the report, be funded from the Strategic Priority Reserve, and these entries be included as part of the September 2012 Budget Review.

3 That Council notes that of the $745,570 approximately $300,000, and of the $924,500 approximately $100,000 is anticipated to be expended before the end of 2012.

4 That the finance and economic study reports are expected to be brought back to Council in December 2012, at which time, Council will further evaluate its position to make informed decisions.

CARRIED

Cr Betts abstained from voting on this item.

RESOLUTION G12.0914.041 Moved Cr Gates Seconded Cr Gilmore

1 That the briefing note and attachments be deemed non confidential except for those parts deemed by the Chief Executive Officer to remain confidential in accordance with sections 171 (3) and 200(9) of the Local Government Act 2009.

2 That the Mayor be provided Delegated Authority for the period of the Council Recess to negotiate and sign a Letter of Intent for the purposes as outlined in this briefing note.

A division was called.

For 13 Cr Gates, Cr Owen-Jones, Cr Caldwell, Cr Gilmore, Cr Crichlow, Cr La Castra, Cr Tezer, Cr Taylor, Cr Grew, Cr Betts, Cr McDonald, Cr Robbins, Cr Tate

Against 1 Cr Bell
Abstained 1 Cr Grummitt
Absent 0

CARRIED
CHANGED AT COUNCIL 22 JUNE 2012
RESOLUTION G12.0622.008 Moved Cr Taylor Seconded Cr Tate

1 That the report/attachment be deemed non confidential except for those parts deemed by the Chief Executive Officer to remain confidential in accordance with sections 171(3) and 200(9) of the Local Government Act 2009.

2 That Council note the report details pertaining to the expected growth of the cruise shipping industry and the potential Gold Coast has as a transit port.

3 That Council proceed as outlined in Sections 5.10 and 7 of this report to progress the project, except as modified by 4 below.

4 That Council investigate Option 1 and 3 and the western foreshore (north of Southport) of the Broadwater as locations for a cruise ship terminal.

5 That the Director Economic Development and Major Projects report back to Council prior to any external consultancy reports being required.

6 That the Mayor write to the Queensland Premier Campbell Newman MP requesting that the proposed Gold Coast Waterways Authority, as one of its first activities, consider the location and delivery of a Gold Coast cruise ship terminal.

CARRIED
LETTER OF INTENT

Hon Jeff Seeney MP
Deputy Premier
Minister for State Development, Infrastructure and Planning

18 OCT 12

Councillor Tom Tate
Mayor
Gold Coast City Council
P.O. Box 5642
GOLD COAST MC QLD 9729

Dear Mayor,

We have recently discussed the common objective of promoting economic development on the Gold Coast to create business opportunities and deliver jobs. This Letter of Intent outlines arrangements for the delivery of these outcomes.

Economic opportunities exist within the State-owned land on the Southport Broadwater, including the Spit and Wavebreak Island (the Broadwater). There are opportunities to seek private sector investment in projects. As you are aware, a number of projects are being proposed that may be advanced by joint facilitation.

The key opportunities on the Broadwater include a cruise ship terminal together with integrated activities such as a casino, hotel, sport and event facility, residential development or other tourism-related infrastructure. It is my view that the market place will determine the opportunity, and it is important that we provide guiding and clear directions that allow the market place to innovate and invest in the Broadwater and tourism on the Gold Coast.

Consistent with our discussions, the Government's will be to participate in this exercise in conditional on the proposed developments being subject to rigorous assessment and evaluation in every respect and proceeding without financial or commercial risk to the State. I recognize the State and Gold Coast City Council will incur some costs in facilitating development of the Broadwater. To address these matters in detail, I expect a Memorandum of Understanding will be developed between the State and Council.

The State's responsibilities are to be led by the Department of State Development, Infrastructure and Planning (DSDIP) who will provide a coordination role between the Council and the State. DSDIP will provide expertise with regard to procurement processes, technical analysis of proposals and fast-tracking approval processes.

Yours sincerely,

Jeff Seeney MP
I have instructed my department to prepare for an approach to market for the development of a cruise ship terminal within the Broadwater (including associated development). The department advises that the following timeline is possible:

- **Expression of Interest (EOI)** - 6 weeks in duration - commencing early / mid November 2012 and concluding early 2013;
- **Request for Proposal (RFP)** - 16 weeks in duration – commencing early 2013 and concluding around May 2013;
- **Preferred Developer Identified** - mid 2013.

I am advised that EOI proposals sought will:

- seek the submission of development concepts for the Broadwater broadly within a defined area;
- provide clarity to the market place regarding the transaction on offer; the timeframes for the process; and encourage finalisation of consortia formation ahead of the commencement of the RFP phase;
- seek information regarding the proponents financial credentials to fund / finance such a development and experience in delivering similar scale projects; and
- seek information on the proponents approach to minimising ongoing dredging costs and hydrological issues within and around the Broadwater.

The EOI process will ensure appropriate probity arrangements for this market approach.

The RFP will seek a greater level of detail from the shortlisted proponents regarding their proposals, and provide greater detail from the State and Council with regard to what is on offer to the preferred holder. Key to the offer to the market place is the provision of:

- a Development Agreement and Management Deed for the State held land; and
- the facilitation of key approvals and assessments.

I have asked that the department work with officers of Council throughout finalisation of the approach to market process.

I understand that Council is commencing a planning exercise for the Broadwater, and that this will be a useful input into the approach to market.

Attached is a draft map of the Broadwater which describes a zone where a cruise ship terminal is considered most appropriate, and a zone where integrated or associated development is considered most appropriate. As the requirements for the approach to market are finalised and Council’s planning exercise progresses, it will be important for the State and Council to finalise this development precinct in the coming months.
If you are in agreement, I would like to announce our intentions to the market as soon as possible.

Yours sincerely

JEFF SEENEY MP
DEPUTY PREMIER
Minister for State Development, Infrastructure and Planning

Enc
BROADWATER MARINE PROJECT PLANNING INTENT

NARRATIVE – WHY THE BROADWATER?

Located at the coastal centre of the city, the Broadwater is the Gold Coast's marine tourism hub and gateway to a vast network of navigable waterways, anchorages, the Moreton Bay Marine Park and islands. Fringed by marinas, residential, retail and hotel infrastructure, this beautiful sheltered waterway also features award-winning recreational parks and open space reserves for the enjoyment of the community. Wave Break Island and The Spit are significant areas of State Government land that provide an opportunity to consider further investment in marine, tourism and recreational infrastructure for the benefit of the Gold Coast and Queensland economy.

A cruise ship terminal positioned at the Broadwater would substantially enhance the existing tourism offer and provide a wonderful showcase of our city to visitors. Importantly, visitors arriving at the Broadwater could conveniently access a diverse range of attractions including beaches, theme parks, retailers, and the hinterland. While the Broadwater presents a logical opportunity for a cruise ship terminal, careful planning is required such that any investment made provides a sustainable positive legacy for the city.

BROADWATER MARINE PROJECT VISION

An internationally acclaimed integrated tourism development that lifts the Queensland economy, provides confidence to invest in the Gold Coast, and is revered by the community for the enhanced lifestyle and recreation outcomes achieved at the Broadwater.

Alignment to the city vision:

Broadwater Marine Project proposals must be able to demonstrate how they advance the Gold Coast City Council's 2020 City Vision and key themes:

GOLD COAST 2020 CITY VISION

"THE GOLD COAST IS A GLOBAL CITY THAT IS LOVED BY ITS PEOPLE, ATTRACTS INVESTMENT AND WELCOMES OPPORTUNITY."

People contribute to a strong community spirit - 'Gold Coast is an affordable and safe city. A united community, it has every opportunity to enjoy good health, education and a fulfilled life.'

The best place to live - 'Gold Coast has an enviable climate. It boasts quality urban centres rich with culture, pristine rainforests, open spaces and clean beaches.'

A dynamic city of potential - 'Gold Coast is a prosperous city of opportunity, that successfully competes in the global market. The city's diversified economy fosters construction and tourism, education, sport and knowledge-based industries.'
BROADWATER MARINE PROJECT OBJECTIVES

The Broadwater Marine Project encompasses the Southern Broadwater and predominantly undeveloped State Government land at Wave Break Island and The Spit. The State Government and Gold Coast City Council will work closely with the proponents in a cooperative approach to finding the right outcome for the development opportunity areas which will:

- promote the Gold Coast as a competitive Global City
- embody the qualities that make the Gold Coast attractive and liveable
- strengthen the economic base of the Gold Coast and support long term job creation
- provide a transformational and sustained increase in international and domestic tourist visitation to the Gold Coast
- create a high quality, sustainable development that contributes positively to the City image
- respect the environmental qualities of the Broadwater, responsibly managing potential impacts and demonstrating a balanced approach to fostering economic opportunity and addressing community expectations

A blank canvas, innovation oriented approach is proposed for the project, with specific objectives provided below.

Land Use and Activity:

New tourism and marine oriented activities that fully leverage the unique Broadwater location, enhance the city image and provide lasting economic benefit are sought.

While there is an existing town planning instrument in place, an opportunity is now provided by government to reconsider land use and urban form outcomes provided there are strong economic, urban design and community benefit grounds to support proposals. To this extent, addressing the Project Vision and advancing the key themes of the Gold Coast City 2020 vision is required.

Specific development that is sought includes:

- a distinctive new attractor with destination appeal to enhance the Gold Coast’s offer as a world class tourist destination
- cruise ship terminal/s
- marinas (non industrial) that provide Super Yacht facilities, provide for marine tourist operators and businesses, and short term visiting vessels
- specialist leisure, cultural and entertainment activities (a Casino may be proposed)
- short term tourist accommodation (highest quality hotel and other accommodation outcomes such as family oriented resort facilities)
Supporting land uses may also be proposed, including a mix of residential development (types and tenure). Development must also consider the city wide land use framework and centre network, including the specialist nature of activities at the Broadwater and the principal activity centre of Southport. Development is to be staged to respect the viability of the wider Gold Coast property market.

**Built Form:**

The Spit, Wave Break Island and the Broadwater physical context is a flat plain with minimal topographic variation. Fringing development to the west and south at Labrador, Southport and Main Beach contains high-rise development set back from, and enjoying views across, the Broadwater.

Through well considered and robust design ethos and rationale, a wide range of built form outcomes may be appropriate to the development opportunity sites. The framework supports flexibility in building height and form, subject to proposals demonstrating:

- a built form that is diverse, visually and physically permeable and well integrated with both the natural and local coastal environment and character.
- respect for the scenic amenity of the Broadwater, with a built form that is sympathetic to view corridors and that minimised impacts on surrounding communities (e.g. Labrador, Main Beach, Coomera Waters)
- excellence and innovation in urban design and architecture that makes a positive contribution to the city image
- accords with established sub-tropical design principles and developed on the basis of Gold Coast City Council's 15 Quarters for Good Urban Places

**Community (Public Realm, Open Space and Recreation):**

The development must enhance the quality and range of public spaces and recreational opportunities available to the community. A flexible framework is supported to encourage innovative responses, subject to the development:

- enhancing recreational facilities and amenities in the area, with opportunities to consider appropriate environmentally sensitive land reclamation to support:
  - potential expansion of the Labrador / Southport Broadwater foreshore parklands
  - enlargement of Wave Break Island to enable offsets / improvements to compensate for potential loss of open space to support development
- providing a high level of public open space on Wave Break Island with a priority on supporting public access and parklands on all fringing waterfront land (with the exception of those areas required for marine and tourism infrastructure or internal canal waterways)
- blurring of public and private open space will be encouraged to create a sense of community engagement and energy
- supporting existing recognised recreational activities in the area including:
  - a safe, protected recreational boating anchorage in the Southern Broadwater with foreshores that facilitate ship to shore access.
  - improved diver access to the Seaway (Dive stairs and dive attraction)
  - preserving South Stradbroke as a nationally important surf break