

**19.2 RESPONSE TO STATE GOVERNMENT ON DRAFT DUNWICH GUMPI MASTER PLAN****Objective Reference:****Authorising Officer:** Louise Rusan, General Manager Community & Customer Services**Responsible Officer:** David Jeanes, Group Manager City Planning & Assessment**Report Author:** Dean Butcher, Strategic Planner**Attachments:**

1. Council Submission Draft Dunwich Gumpi Master Plan
2. Draft Dunwich Gumpi Master Plan
3. Project Cost Estimates
4. Response to State Government on Dunwich Gumpi Master Plan  
Response to State Government on Draft Dunwich Gumpi Master Plan

The Council is satisfied that, pursuant to Section 275(1) of the *Local Government Regulation 2012*, the information to be received, discussed or considered in relation to this agenda item is:

- (h) *other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.*

**PURPOSE**

To outline a recommended response to the State Government's request for Council to consider supporting the public release of the draft Dunwich Gumpi Master Plan.

**BACKGROUND**

**September 2016** – the State Government finalised and released its North Stradbroke Island Economic Transition Strategy (NSIETS). The NSIETS (now Minjerribah Futures) was developed to assist with the economic transition of North Stradbroke Island from a sand mining based economy to a tourism based economy.

The NSIETS identified Gateway Master Planning for Dunwich as one of 23 specific projects to assist with the economic transition. The NSIETS and the State Government identified the following aims for the Dunwich Gumpi Master Plan:

- identify areas for future residential, commercial, community, environmental and industrial land uses
- explore ways to better tell the Quandamooka story to visitors
- identify necessary upgrades to infrastructure and services to improve liveability
- acknowledge and respect cultural, social and environmental values
- enhance the town's role and appeal as a tourism-friendly destination and gateway to North Stradbroke Island.

The NSIETS identified the State Government as the project coordinator and Council, Quandamooka Yoolooburrabee Aboriginal Corporation (QYAC) and the Straddie Chamber of Commerce as project partners.

**April 2018** – Officers from the Queensland Treasury Planning Group (QTPG - formerly known as the Department of State Development, Manufacturing, Infrastructure and Planning) contacted Council seeking to establish a project steering committee to oversee the preparation of a Dunwich Gumpi Master Plan. The steering committee consists of representatives of the QTPG, QYAC and Council. The Straddie Chamber of Commerce were not included as part of the steering committee.

**June - August 2018** – The QTPG engaged a number of consultants and a technical consortium to assist with the preparation of a Dunwich Gumpi Master Plan as well as a consultants to manage community engagement and communications associated with the project. The approved project plan relied heavily on a significant Enquiry by Design process, which was intended to involve key stakeholders and the community in identifying, developing and testing options for the Master Plan. This important part of the planning process was later removed by the State.

**August – October 2018** – The QTPG undertook a number of preliminary engagement events with community members and stakeholders as well as a survey process to find out what the community liked about Dunwich Gumpi, what they most valued and what they would like to see provided through the master planning process.

**December 2018** – The QTPG and their consultant team provided Council with a briefing on the work undertaken to date and material intended to be released for consultation purposes.

**December 2018 to January 2019** – The QTPG consulted with the community on potential ideas to incorporate in the Master Plan and two potential development scenarios for the township.

**March 2019** – An initial draft one-page concept plan was provided to Council officers for discussion purposes. Council officers identified a number of concerns including the limited amount of technical information and planning analysis used to inform the draft layout, lack of detail or information to support proposed outcomes on key sites, lack of integration with the public transport strategy and the critical need to prepare an implementation plan identifying responsibilities, indicative cost estimates and delivery timeframes. These concerns were tabled at a steering committee meeting held in late March 2019. This was the first time the steering committee had met since early November 2018. At the meeting, it was understood the concerns raised by both Council and QYAC were to be tabled at an ensuing Minjerribah Ministerial Forum. However, this subsequently did not occur.

**April 2019** – The QTPG provided Council with a briefing on the draft concept plan and their intended approach to complete the master planning work by the middle of the year.

**May 2019** – Council officers were provided with a copy of the draft consultation report summarising the outcomes of the consultation undertaken between December 2018 and January 2019.

**June 2019** – The QTPG provided a copy of the draft Master Plan to Council and QYAC for their review and comment. Council officers were given two weeks to review and to provide written comments on the draft Master Plan prior to a steering committee meeting in July 2019.

**July 2019** – At the July Steering Committee meeting, Council officers and QYAC discussed their respective comments on the draft Master Plan. Council officers were advised that an update on the draft Master Plan was expected to be tabled at the next Minjerribah Ministerial Forum in August 2019 to seek direction on the project. In this regard, both the QTPG and QYAC indicated general support for the draft Dunwich Gumpi Master Plan being released for public consultation.

**July 2019** – The QTPG provided Council with a briefing on the draft Dunwich Gumpi Master Plan. The purpose of the briefing was to provide an overview of the draft Master Plan and to address

some of the key matters Council officers had consistently raised throughout the master planning process. QTPG advised Council the draft Dunwich Gumpi Master Plan was expected to be tabled at an ensuing Minjerribah Ministerial Forum to seek direction on the project.

**August 2019** – At the General Meeting on 28 August 2019 Council resolved to make a submission on the draft Dunwich Gumpi Master Plan and to advise the Planning Minister that until the matters raised in the submission are further addressed, Council is unable to support the draft Dunwich Gumpi Master Plan (see Attachment 1 - Council Submission Draft Dunwich Gumpi Master Plan).

QTPG provided an updated revised version of the draft Master Plan following the July 2019 project steering committee meeting and comments from QYAC and Council. The key changes include:

- implementation plan amended to remove responsibility column
- strengthen recognition of Quandamooka history at Dunwich Gumpi
- identify potential alternative layout for redeveloped Junner St Ferry Terminal.

It should be noted that while the draft Master Plan was updated, the updates made to the draft Master Plan did not incorporate Council officer comments or Council's submission.

**August 2019 – 15 July 2020** – Two meetings were held between QTPG and Council officers outside of the steering committee process. No steering committee meetings were held during this 12 month period.

**15 July 2020** – At the July 2020 Steering Committee meeting, Council and QYAC were advised that:

- A number of updates and changes had been made to the draft Master Plan including the removal of the option of relocating the barge landing and vehicle queuing area to the site of the sand loading facility located to the south east of the current land and queuing area (see Attachment 2 – Draft Dunwich Gumpi Master Plan)
- Initial cost estimates had been prepared for several of the catalytic projects identified in the Master Plan (see Attachment 3 – Project Cost Estimates). Further detail on the estimated costs are provided in the issues section of this report
- Council officers reconfirmed Council's underlying concerns that without financial commitment, indicative time frames and the identification of lead agency responsibility the draft Master Plan may unrealistically raise community expectations of significant capital investment into a range of public projects across the township which may not be delivered
- QTPG advised that the State Government would be unable to support the identification of lead agency responsibilities, funding sources or timeframes for delivery of the catalytic projects in the implementation plan and that the Master Plan would need to be finalised before the State Government would be able to consider allocating implementation budget. QTPG advised their view is that it would be more beneficial to finalise the Dunwich Gumpi Master Plan without a supporting detailed implementation plan than to have no Master Plan at all. QTPG also advised that a finalised Dunwich Gumpi Master Plan would increase the chances of the State Government committing funding to deliver projects in accordance with the Master Plan.
- QTPG is seeking to commence public consultation on the draft Master Plan in the near future. The State Government and QYAC indicated support for the draft Master Plan to be placed on public consultation and requested Council give further consideration as to whether it was prepared to support the public release of the draft Master Plan.

## ISSUES

Throughout the Dunwich Gumpi master planning process, Council officers have consistently raised concerns with the lack of steering committee meetings to allow key issues and matters to be actively considered by all project partners. Officers have also expressed concerns regarding the limited scope of technical investigations undertaken as well as the removal of the proposed Enquiry by Design process with key stakeholders and the community.

Specific issues regarding the potential release of the draft Dunwich Gumpi Master Plan are discussed below and included in Attachment 4 – Response to State Government on Draft Dunwich Gumpi Master Plan:

- **Proposed Implementation Plan** – Currently the draft plan incorporates a significant program of investigations that will be required to be undertaken to progress the key projects identified in the draft Master Plan.

In response to formal Council submissions and Council officer representations at the Steering Committee, QTPG confirmed at the last Steering Committee it was unable to support the inclusion of indicative timing or lead responsibility to deliver key projects in the draft Master Plan. QTPG maintains that a finalised Master Plan will increase the chances of key projects being funded and delivered by relevant State Government departments and agencies.

Recognising QTPG's position, Council needs to consider on what basis, if any, it may be able to endorse the release of the draft Master Plan for the purpose of community consultation. To potentially address Council's underlying concerns the following requirements are recommended as follows:

- The draft Dunwich Gumpi Master Plan is amended prior to community consultation to recognise there is currently no funding commitments to implement the draft Master Plan and significant State and/or Federal Government funding commitments will be necessary if key public infrastructure projects including upgrades to existing public ferry and barge terminals and foreshore improvements are to be delivered.
  - The initial project costings are released as part of the supporting material made available for community consultation on the draft Master Plan.
  - Following community consultation, Council maintains its position that until a detailed implementation plan is completed that identifies lead agency responsibility, indicative costings, funding sources and delivery time frames, it will be unable to support the finalisation of the Dunwich Gumpi Master Plan.
- **Further investigation and planning of the barge and ferry terminals** – Ensuring the delivery of a sustainable, efficient and integrated barge and ferry terminal is a critical organising element of the draft Master Plan and essential to the success of State Government's Minjerribah Futures.

Council's previous submission on the draft Master Plan noted the critical need for the further technical studies and planning work (some of which are identified in the draft Master Plan) as needing to be completed as a matter of priority to determine whether the concept for Junner Street layout is capable of being delivered.

At the steering committee meeting in July 2020, the QTPG advised they have removed the option of relocating the barge ramp and vehicle parking area to the site of the current sand loading facility located to the south east of the current barge ramp and vehicle queuing area. It is also understood that no further investigations have been undertaken to confirm the concept



layout is able to be delivered or is sufficient to cater for future vehicle movements, ferry passengers or parking requirements in close proximity to the terminal. Recognising the significance of the barge and ferry terminal to the achievement of Minjerribah Futures and Dunwich, these investigations still need to be progressed and to the greatest extent practicable incorporated into the final Master Plan.

- **Future use of current mining lease areas and sand loading facility** – the mining lease areas and loading facilities are all identified as key sites within the Master Plan area. Council’s previous submission noted that a full understanding of the current condition, necessary rehabilitation works and suitability to accommodate alternative uses is critical prior to the identification of alternative land uses in the draft Master Plan (e.g. the Junner Street terminal upgrade and mixed use development at the former quarry site).

It is understood the Department of Natural Resources, Mines and Energy (DNRME) are in the process of undertaking a series of land contamination investigations across Dunwich and the Island. It would appear prudent to ensure these investigations have been sufficiently progressed to ensure there is a better understanding of the extent of contamination, potential rehabilitation costs and responsibilities, and whether the proposed alternative land uses on key sites are financially viable to establish prior to the Master Plan being finalised.

- **One-Mile Structure Plan** – The original intent of the Dunwich Gumpi Master Plan was to also prepare and deliver a structure plan for the One-Mile community. This was expected to include the identification of future infrastructure upgrades and a funding model to support the delivery of this infrastructure.

At the steering committee meeting in July 2020, the State informed Council officers and QYAC that it has not progressed detailed structure planning of One-Mile. Instead, consultants had prepared a concept infrastructure servicing plan with standard infrastructure to service One-Mile, including an estimate of delivery costs. Both QYAC and Council officers reaffirmed the importance of addressing the requirements of the approved project plan to prepare a detailed structure plan and include an assessment of potential alternative infrastructure servicing solutions.

It is important that the State Government continues to commit to addressing and delivering the critical services and infrastructure to support the One-Mile community at no cost to Council or the broader community. This commitment should be included in the draft Master Plan prior to any public release for the purpose of community consultation.

- **Funding to deliver key Master Plan initiatives** – As noted in the background section, the State Government has prepared cost estimates to deliver five (5) of the catalytic projects identified in the draft Master Plan. The cost estimates to deliver these projects is in the order of \$100 million. While the State Government has prepared initial cost estimates, there are a number of concerns with the costing work including:
  - The costings are only for five (5) of the catalytic implementation projects and there will be additional costs associated with other elements of the draft Master Plan.
- Significant further investigations and planning work is required to more accurately understand potential delivery costs, as well as the on-going costs of management and maintenance.

- Some critical infrastructure upgrades required to make the Junner Street ferry terminal an ‘all weather’ facility (e.g. breakwaters) do not appear to have not been accounted for in the costings.

Importantly, the draft Master Plan does not propose to significantly increase development entitlements within Dunwich and is more focused on delivering important public infrastructure upgrades and specific projects. As such, there is very limited scope for infrastructure and other upgrades to be provided as part of any major new development proposals. For the draft Master Plan to be realised it will almost certainly require substantial government funding commitments.

In recognition of Dunwich’s (Gumpi) critical role as the arrival and departure point of the Island as well as the unprecedented economic challenges facing NSI (Minjerribah) relating to the cessation of mining in 2019 and the anticipated economic downturn resulting from the unfolding COVID-19 pandemic, it is considered essential that the State Government commits to allocating funding to facilitate delivery of the key initiatives within the draft Master Plan.

A funding commitment from the State Government would not only provide confidence in the community that key Master Plan initiatives will be delivered, it will also underpin economic recovery and the Island’s transition from a mine based economy to a tourism based economy.

At this stage, Council can reasonably mitigate its financial risks and manage community expectations if the draft Dunwich Gumpi Master Plan is amended prior to community consultation to recognise there are currently no funding commitments to implement the draft Master Plan and significant State and/or Federal Government funding commitments will be necessary if key public infrastructure projects including upgrades to existing public ferry and barge terminals and foreshore improvements are to be delivered.

Following community consultation, Council should continue to advocate to the State that until a detailed implementation plan is completed that identifies lead agency responsibilities, indicative costings, funding sources and delivery time frames, it will not be able to support the finalisation of the Dunwich Gumpi Masterplan.

## STRATEGIC IMPLICATIONS

### Legislative Requirements

There are no legislative requirements associated with the project.

### Risk Management

The DNRME have advised there are potential land contamination issues associated with key sites and areas within the Master Plan area. The DNRME have advised they are prioritising these investigations, however, at the steering committee meeting in July 2020 the State Government and QYAC confirmed that they are looking at progressing with the release of the draft Master Plan prior to the completion of these investigations. There are potential risks with proceeding with the release of the draft Master Plan while the extent of contamination has not been determined and potential rehabilitation, costs and responsibility have not been considered. QTPG have advised they believe contamination issues have generally been resolved, however, no information has been provided to or shared with Council to confirm this.

As noted in the issues section and financial matters of this report, there are also potential financial risks for Council associated with the Master Plan. It is considered these risks can be mitigated if the

State Government makes a funding commitment to deliver the Master Plan or if the draft Master Plan released for consultation explicitly recognises the following:

- the draft Dunwich Gumpi Master Plan released for community consultation currently has no funding commitment or delivery responsibilities
- the initial project costings work is made publically available as part of community consultation on the draft Master Plan
- the draft Master Plan recognises the need for State and/or Federal Government funding commitments to deliver the Dunwich Gumpi Master Plan
- following community consultation, the State Government commits to finalising a detailed implementation plan outlining responsibilities, costing, funding options and delivery time frames.

In addition, the structural integrity of revetment structures at the Junner Street terminal have not been assessed or considered in detail as part of future redevelopment costs.

### **Financial**

There are no direct financial implications to Council associated with State Government's potential community consultation on the draft Master Plan or the necessary work to finalise the Master Plan.

The draft Dunwich Gumpi Master Plan includes an implementation plan that identifies a significant amount of further investigations required to be undertaken to support the delivery of key projects. These projects include major upgrade works including redesign and redevelopment of both ferry terminals as well as significant streetscape and park improvements. At this stage, no responsibilities have been assigned and preliminary cost estimates for some of the implementation projects are estimated to cost close to \$100 million.

It is essential that there is a better understanding of responsibilities and costs to undertake the program of investigations to progress key projects as well as details on how key projects will be funded.

As noted in this report, Council has consistently advocated for the State Government to commit to funding to the implementation of the Dunwich Gumpi Master Plan including structure planning of One-Mile and the delivery of essential services and infrastructure to support the One-Mile community.

### **People**

Officers from Council's Strategic Planning Unit have been representing Council on the steering committee. Despite the master planning work progressing significantly, Council officers have only been involved in a limited number of steering committee meetings.

### **Environmental**

The draft Dunwich Gumpi Master Plan currently includes objectives and strategies seeking to protect and enhance the environmental values of Dunwich Gumpi. However, through the master planning process, very limited technical work has been undertaken seeking to identify existing

values and to date, little consideration has been given to how environmental values may be protected and enhanced.

### Social

The Master Plan provides a significant opportunity to improve social and community outcomes within Dunwich Gumpi and across NSI more broadly. However, the achievement of these improvements will require upfront State Government commitment to actions and projects identified in the implementation plan.

### Human Rights

There are no known human rights issues associated with the recommendations of this report.

### Alignment with Council's Policy and Plans

Recognising the Dunwich Gumpi Master Plan is a planning and policy development process being led by the QTPG, there is potentially some conflict with Council's current policy and planning framework.

## CONSULTATION

Consulted	Consultation Date	Comments/Actions
Mayor and Councillors	December 2018, April 2019 & July 2019	Officers from the QTPG provided Council with an overview of work undertaken on the Dunwich Gumpi Master Plan.
City Infrastructure Group	December 2018 and June 2019	Group managers and officers in these groups have received updates on the work the QTPG had been undertaking on the Master Plan. These groups also contributed to the comments prepared in response to the draft Master Plan.
Redland Water and Waste Group		
Environment and Regulation Group		
Mayor and Councillors	4 August 2020	Councillor briefing held to discuss outcomes from the Steering Committee Meeting on 14 July 2020.

## OPTIONS

### Option One

That Council resolves as follows:

1. To endorse the comments as outlined in Attachment 4 as Council's response to the State Government's request for Council to confirm its position in response to the proposed public release of the draft Dunwich Gumpi Master Plan for community consultation purposes.
2. To delegate authority to the Chief Executive Officer to submit the comments outlined in Attachment 4 to the Planning Minister.
3. To maintain this report and attachments as confidential until such time as the State Government releases the draft Dunwich Gumpi Master Plan for community consultation, subject to maintaining any private, commercial in confidence and legally privileged information.

### Option Two

That Council resolves as follows:

1. To amend and endorse the comments outlined in Attachment 4 as Council's response to the State Government's request for Council to confirm its position in response to the proposed public release of the draft Dunwich Gumpi Master Plan for community consultation purposes.
2. To delegate authority to the Chief Executive Officer to submit the comments as amended in Attachment 4 to the Planning Minister.
3. To maintain this report and attachments as confidential until such time as the State Government releases the draft Dunwich Gumpi Master Plan for community consultation, subject to maintaining any private, commercial in confidence and legally privileged information.

### **Option Three**

That Council resolves as follows:

1. To maintain its position that until the matters, as outlined in Attachment 1 are addressed, it cannot support the proposed public release of the draft Dunwich Gumpi Master Plan for community consultation purposes.
2. That this report and attachments remain confidential until such time as the State Government approves a final Dunwich Gumpi Master Plan for implementation, subject to maintaining any private, commercial in confidence and legally privileged information.

### **OFFICER'S RECOMMENDATION**

That Council resolves as follows:

1. **To endorse the comments outlined in Attachment 4 as Council's response to the State Government's request for Council to confirm its position in response to the proposed public release of the draft Dunwich Gumpi Master Plan for community consultation purposes.**
2. **To delegate authority to the Chief Executive Officer to submit the comments as outlined in Attachment 4 to the Planning Minister.**
3. **To maintain this report and attachments as confidential until such time as the State Government releases the draft Dunwich Gumpi Master Plan for community consultation, subject to maintaining any private, commercial in confidence and legally privileged information.**



# Office of the Mayor

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28 August 2019

Hon Cameron Dick MP  
Minister for State Development, Manufacturing  
Infrastructure and Planning  
PO Box 15009  
City East Qld 4002  
E: [statedevelopment@ministerial.qld.gov.au](mailto:statedevelopment@ministerial.qld.gov.au)

Dear Minister

Thank you for your letter of 27 August 2019 regarding the draft Dunwich (Goompi) Master Plan.

As you are aware, Council considered the matter today at its General Meeting. Whilst Council recognises the significant work undertaken to date to progress the draft Master Plan, Council continues to be concerned about a number of issues that require further consideration before the draft is released for public consultation.

Of particular concern is the proposed Implementation Plan, which does not adequately inform the community who is responsible for the investigations and actions needed to progress the various projects included in the Master Plan. Council believes the community should have a clear understanding of who is responsible for undertaking the further investigations and key projects identified in the Master Plan before it is released for public comment.

Other matters Council believes require further consideration include potential contamination, investigation and planning of barge and ferry terminals, future use of mining lease areas and the sand loading facility, the One Mile Structure Plan and the lack of clarity regarding the next steps in the master planning process.

Please see the attached summary of the matters of concern to Council, as endorsed at today's General Meeting.

As requested previously, I would welcome an opportunity to meet with you as soon as possible to discuss this, and other planning related matters of importance to Redlands Coast.

Yours sincerely

Mayor Karen Williams  
**Redland City Council**

cc Cr Peter Mitchell  
cc Cameron Costello QYAC



### Council Response to Draft Dunwich Goompi Master Plan

Council recognises the significant work undertaken to date in progressing the draft Dunwich Goompi Master Plan. However, Council is of the view a number of matters require further consideration and agreement. These matters can be summarised as follows:

- **Proposed Implementation Plan** – Currently the draft plan incorporates a significant program of investigations that will be required to be undertaken to progress the majority of key projects identified in the master plan. The scope of these investigations are significant and generally have been identified for completion in the short to medium term. It is critical that lead responsibility for undertaking these investigations are agreed and incorporated into the draft plan prior to its public release. In addition, where possible, indicative costings and lead responsibility to deliver key projects should also be identified.

Without this level of detail there is concern the draft master plan may identify future projects/uses that are either technically or financially not capable of being delivered or potentially creating a community expectation that delivering the Goompi Master Plan is the responsibility of a future Council and hence Redlands ratepayers.

A better understanding of the estimated costs to undertake the program of investigations to progress key projects as well as indicative costs of the project themselves is critical in enabling Council, the State Government and the broader community to determine the financial viability of delivering the draft master plan. Ensuring the community is fully informed upfront as to who is responsible for undertaking the further investigations and key projects is also essential.

- **Further investigation and planning of the barge and ferry terminals** – Ensuring the delivery of a sustainable, efficient and integrated barge and ferry terminal is a critical organising element of the master plan and essential to the success of the NSI Economic Transition Strategy and the transition from a mine based to a tourism based economy.

Currently the draft master plan includes a land use concept layout for the Junner Street terminal. However, the plan also notes a significant amount of further technical investigation and planning work that would need to be undertaken to determine whether the concept layout is capable of being delivered. Recognising the significance of the barge and ferry terminal these investigations need to be prioritised and to the greatest extent practicable incorporated into the final master plan. As a minimum it is expected that the State Government would at least commit to completing the necessary investigations to support a new terminal in the short term.

- **Future use of current mining lease areas and sand loading facility** – the lease areas and loading facilities are all identified as key sites within the master plan area. A full understanding of the current condition, necessary rehabilitation works and suitability to accommodate alternative uses is critical prior to the identification of alternative land uses in the draft master plan. In this regard it is understood the Department of Natural Resources Mines and Energy are in the process of undertaking a series of land contamination investigations across Dunwich and the Island. It would appear prudent to delay the public release of the master plan until these studies are further progressed. This will ensure there is a better understanding

of the extent of contamination and potential rehabilitation costs and responsibilities and whether proposed alternative land uses on key sites are financially viable to establish.

- **One Mile Structure Plan** – The original intent of the Dunwich Goompi Master Plan was to also prepare and deliver a structure plan for the One-Mile community. This was expected to include the identification of future infrastructure upgrades and a funding model to support the delivery of this infrastructure. It is important that the State Government continues to commit to addressing and delivering the critical services and infrastructure to support the One-Mile community. This commitment should be included in the draft Dunwich Master Plan prior to its public release.
- **Lack of clarity regarding next steps in the master planning process** – Currently the State Government's North Stradbroke Island Economic Transition Strategy lists the Department of State Development, Manufacturing, Infrastructure and Planning as project lead for the Goompi Master Plan, with Council and QYAC listed as project partners.

As project partners, Council officers have to date been involved in a limited number of steering committee meetings and Council has not had any formal opportunity to consider its position on the draft Plan. Moving forward greater clarity is required with regards the next steps in the master plan and how and when Council will be involved in finalising the plan.



# DRAFT DUNWICH (GOOMPI) MASTER PLAN

SEPTEMBER 2019  
WORK IN PROGRESS





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**PREPARED FOR QUEENSLAND GOVERNMENT BY:**





## Acknowledgement of Country

**The Queensland Government acknowledges the Quandamooka People as the traditional custodians of Dunwich (Goompi) and the surrounding Quandamooka Country. We acknowledge Quandamooka Elders past, present and emerging and recognise their unique and ongoing spiritual and cultural connection with the land and waters of the Redlands area.**

We also acknowledge Aboriginal and Torres Strait Islander residents of Dunwich (Goompi). The Dunwich (Goompi) Master Plan celebrates the rich Aboriginal history of the Redlands and provides opportunities for traditional custodians to retain their connection to Dunwich (Goompi). The Dunwich (Goompi) Master Plan provides a valuable opportunity for all Aboriginal and Torres Strait Islander people to tell their story of connection with land and waters and play a significant role in the social, cultural and economic future of Dunwich (Goompi).



Artwork Source: "Woven to Our Ancestors"  
by Delvene Cockatoo-Collins



View of Polka Point

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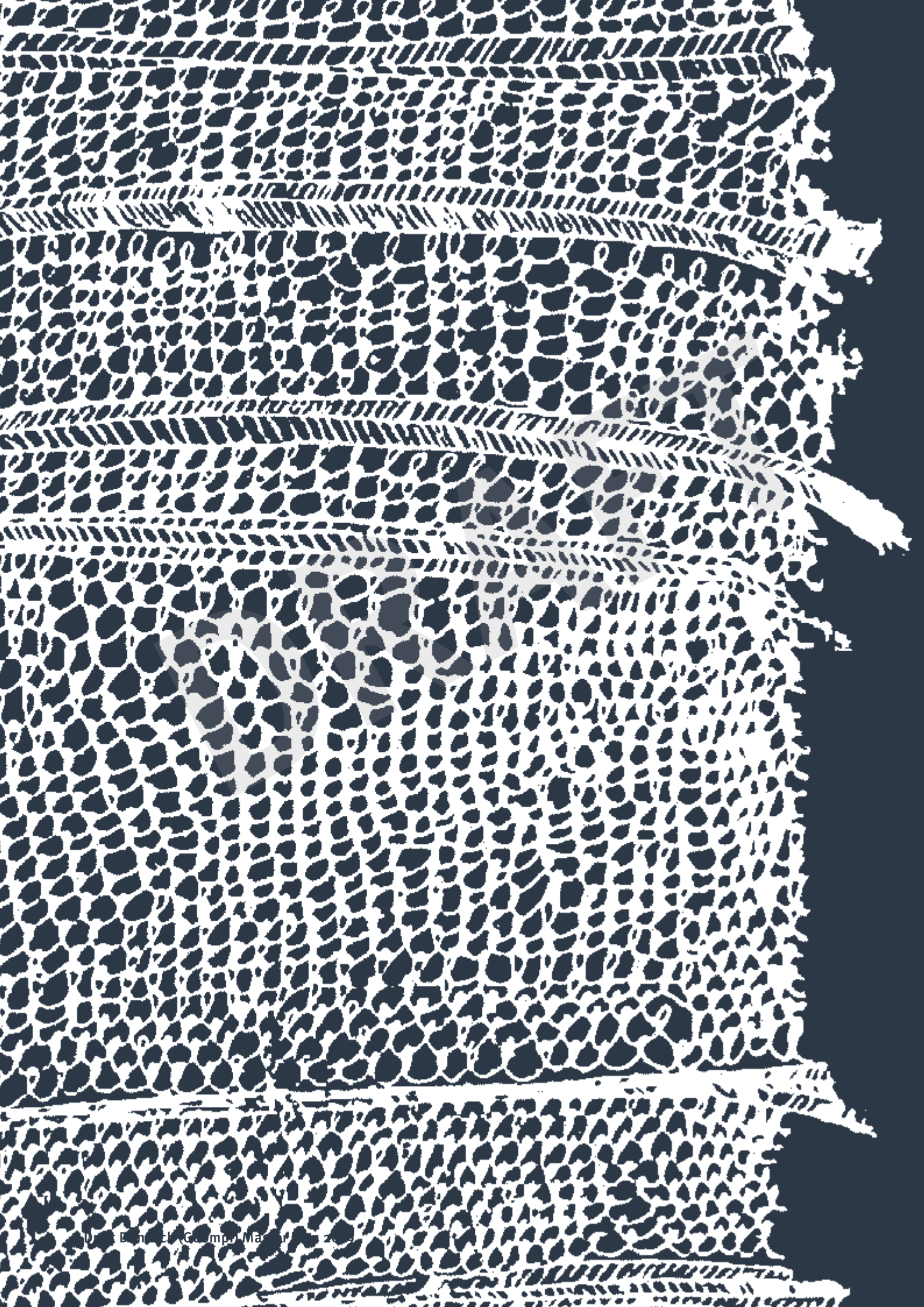
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# INTRODUCTION

**The Queensland Government, in collaboration with Quandamooka Yoolooburrabee Aboriginal Corporation (QYAC) and Redland City Council (RCC), is preparing a master plan that outlines a shared, long-term vision for the future of Dunwich (Goompi).**

The Dunwich (Goompi) Master Plan reflects community and stakeholder feedback received during the master plan project, which commenced in September 2018.

The Dunwich (Goompi) Master Plan includes a range of ideas for future development within Dunwich (Goompi).

It seeks to:

- identify areas for future residential, commercial, community, cultural, environmental and industrial land uses.
- provide opportunities to celebrate and promote the Quandamooka Story and culture.
- identify necessary upgrades to infrastructure and services to improve liveability.
- acknowledge and respect cultural, social and environmental values.
- enhance the town's role and appeal as a tourism-friendly destination and gateway to North Stradbroke Island (Minjerrabah).
- Provide ongoing benefits for existing residents, including the Indigenous community, who call Dunwich (Goompi) home.

# Why Have a Master Plan

The Queensland Government has committed to phasing out sand mining on North Stradbroke Island (Minjerribah) by 2019. For more than 60 years, the sand mining industry has been a significant employer and driver of growth on the island and particularly in Dunwich (Goompi).

## Minjerribah futures

To support the community's transition from mining, the Queensland Government has developed the Minjerribah Futures program (formerly the North Stradbroke Island Economic Transition Strategy). Minjerribah Futures aims deliver a range of projects, including within the Dunwich (Goompi) Master Plan area, dedicated to:

- supporting economic development and growth.
- developing a sustainable cultural and eco-tourism industry.
- celebrating arts and culture.
- expanding education and training opportunities.

## Expected socio-economic benefits of the Dunwich (Goompi) Master Plan

The Dunwich (Goompi) Master Plan will advance the Minjerribah Futures socio-economic objectives by identifying future development opportunities in Dunwich (Goompi) that:

- enhance the town's role and appeal as tourism-friendly destination and gateway to North Stradbroke Island (Minjerribah).
- increase local business and employment opportunities and increase patronage to support existing local businesses.
- support other key growth industries on the island (including education and marine industries).
- provide the necessary upgrades to infrastructure and services to improve livability and support the community's needs and aspirations.
- Provide opportunities and assist the Quandamooka People to realise their aspirations and their rights subsequent to their Native Title determination of 2011.

## Expected cultural and environmental benefits

While seeking to further the economic objectives of the Minjerribah Futures program, the Dunwich (Goompi) Master Plan will also consider the location and types of future development to ensure:

- protection of significant environmental values.
- protection of sacred spaces.
- promotion of Dunwich's unique European and Indigenous cultural heritage.



Ballow Road, Dunwich (Goompi)



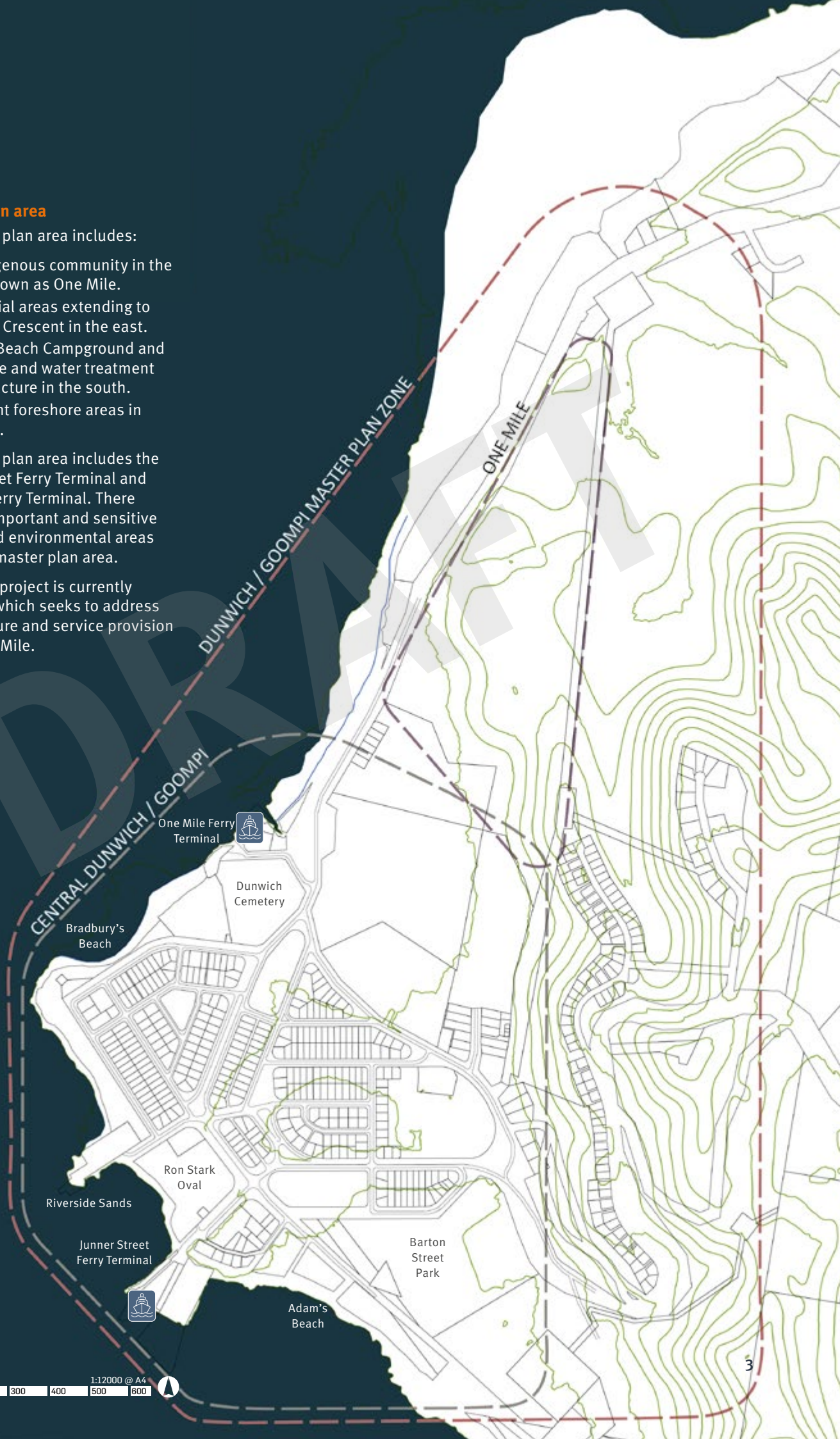
## Master plan area

The master plan area includes:

- the Indigenous community in the north known as One Mile.
- residential areas extending to Illawong Crescent in the east.
- Adam's Beach Campground and sewerage and water treatment infrastructure in the south.
- important foreshore areas in the west.

The master plan area includes the Junner Street Ferry Terminal and One Mile Ferry Terminal. There are many important and sensitive cultural and environmental areas within the master plan area.

A separate project is currently underway which seeks to address infrastructure and service provision within One Mile.



# The Plan at a Glance

## What will the plan deliver?

The draft Dunwich (Goompi) Master Plan delivers on four key strategies for the township:

### A memorable and authentic place

- Dunwich (Goompi) will be a fitting gateway experience to North Stradbroke Island (Minjerribah) and to Quandamooka Country and a destination that draws visitors to the township for the day, or longer, while maintaining and respecting the lifestyle of residents.
- Key projects and initiatives will deliver a unified cultural, art and heritage story and experience that celebrates and showcases the Quandamooka Story with European heritage through wayfinding, art and cultural placemaking.
- Dunwich (Goompi) has a distinctive place- and culture-based identity that builds on the commitment of Minjerribah Futures to foster Australia's most desirable island community.

### A thriving and sustainable place

- Dunwich (Goompi) will become the economic, administrative and cultural centre of North Stradbroke Island (Minjerribah).
- Key projects and initiatives will deliver a sustainable economic future for Dunwich (Goompi) following the cessation of sand mining on North Stradbroke Island (Minjerribah) by stimulating diverse economic growth, supporting creativity and innovation, managing tourism growth, and attracting new businesses.
- Development of key development sites within Dunwich (Goompi), including those made available from the phasing out of sand mining, will support economic revitalisation of the township.

### A natural and green sanctuary

- Dunwich (Goompi), as the arrival point to North Stradbroke Island (Minjerribah), will establish the benchmark for the quality and importance of the island's natural environment, ecology and wildlife.
- Natural capacity management of the tourism industry will protect Dunwich's (Goompi's) network of green spaces, ecosystem, marine habitat, and biodiversity of flora and fauna.
- Dunwich (Goompi) will deliver green amenity within urban areas, characterised by landscaping that celebrates the local context and culture, shade and high-quality amenity.

### A connected and legible place

- Junner Street Ferry Terminal will become the defined, clear arrival point onto North Stradbroke Island (Minjerribah).
- Key projects and initiatives, including improvements to infrastructure and services for all modes of transport, will make accessing and moving around Dunwich (Goompi) easier.
- Car parking within the township will be formalised and expanded to meet visitor and resident needs.

### What happens next?

This draft Dunwich (Goompi) Master Plan reflects feedback from the community and stakeholders provided in the previous stages. Engagement on this draft master plan will occur from August to September 2019.

## Legend

### Memorable & Authentic

1. Day trip experience
2. Junner Street public art opportunity
3. Upgraded and expanded play park
4. Art and cultural heritage trail
5. Jack Lane art walk

### Thriving & Sustainable

6. Key opportunity site 1 – Existing Sibelco administration site
7. Key opportunity site 2 – Mitchell Park
8. Key opportunity site 3 – Existing Sibelco stores site
9. Key opportunity site 4 – Town centre revitalisation and expansion
10. Key opportunity site 5 – Existing Riverside Sands loading site

11. Key opportunity site 6 – Industrial expansion area

12. Key opportunity site 7 – Residential investigation area

13. Future investigation site

### Natural & Green

14. Conservation area
15. Cultural foreshore
16. Recreational foreshore
17. Environmental foreshore
18. Feature boulevard tree planting and native tree feature planting

### Connected & Legible

19. Potential future breakwater
20. Car parking formalisation
21. Junner Street Ferry Terminal upgrade
22. One Mile Ferry Terminal upgrades (interim and long term)

23. New pedestrian link to cultural precinct

24. Intersection planning

25. Junner Street inter-modal transit hub

26. Streetscape upgrades

27. Ballow Road shared zone

28. Bushwalking / cycling trail

29. Cycle parking and facilities

### ETS / Minjerribah Futures Sites

30. Refurbish Minjerribah Ganaba Education, Innovation, Training and Employment Precinct

31. Expansion of aged care (Nareeba Moopi Moopi Pa Aged Care Hostel)

32. Minjerribah Camping Upgrades

33. Quandamooka Art Museum and Performance Institute (QUAMPI)



“  
**Dunwich (Goompi)**  
 consolidates its role  
 as the gateway to the  
 environmental and  
 cultural sanctuary  
 of North Stradbroke  
 Island (Minjerribah).  
 Sustainable foundations  
 support a strong  
 local economy with  
 opportunities.”

Polka  
 Point

Master Plan – Concept Only

1:6000 @ A4

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# The Journey So Far

The diagram opposite shows the project stages for the Dunwich (Goompi) Master Plan project.

Stage 1 of the project involved a series of engagement activities with community members and stakeholders to find out what the community values most about Dunwich (Goompi) and what the community would like to see in the future.

During Stage 2, community and stakeholder feedback was reviewed, along with background technical reports on planning, economy, culture and place, infrastructure, wayfinding, movement, and connectivity. These inputs were used to identify a range of ideas for the master plan, which were then made available to community members and stakeholders for feedback.

This draft Dunwich (Goompi) Master Plan reflects feedback from the community and stakeholders provided in the previous stages. Engagement on this draft master plan will occur from August to September 2019.

“  
**Your feedback will help the Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) shape the final vision and draft master plan for Dunwich (Goompi) before it is considered for final endorsement and adoption.**  
”

## Project Staging

### STAGE 1: Project commencement and information gathering (September – November 2018)

- Gather and review background material.
- Seek preliminary feedback from the community and stakeholders.

### STAGE 2: Master plan ideas development (December 2018 – March 2019)

- Develop a suite of ideas for the draft master plan taking stage 1 inputs into consideration.
- Seek feedback from the community and stakeholders on the suite of master plan ideas.

### STAGE 3: Draft master plan preparation (April – July 2019)

- Prepare the draft master plan taking stage 1 and stage 2 inputs into consideration.
- Seek feedback from the community and stakeholders on the draft master plan.

### STAGE 4: Master plan adoption (late 2019)

- Review and consider all submissions on the draft master plan
- Finalise and adopt the master plan

# What We Have heard

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Since October 2018, the Queensland Government has been consulting with the community about the Dunwich (Goompi) Master Plan through drop-in sessions, face-to-face meetings and online and mail-back surveys. The final stage of consultation will occur during Stage 3 of the project in late 2019. It will involve gathering feedback from the community on the draft Dunwich (Goompi) Master Plan.

The community was given the chance to provide feedback on the opportunities and challenges Dunwich (Goompi) experiences and on emerging ideas for the draft Dunwich (Goompi) Master Plan. Consultation to date has shown there is a range of views held within the community around key focus areas for the master plan:

## 01.

### Ferry Terminal Upgrades

- Some support for reconfiguring Junner Street Ferry Terminal to accommodate all ferry and vehicle barge operations into a single point of entry to the island, create a hub for public transport operations, and allow the One Mile Ferry Terminal to be used for recreational boating and marine rescue services.
- Majority of participants preferred retaining separate passenger ferry terminals, due to One Mile's proximity to residential areas within northern Dunwich (Goompi) and ability to function as an 'all-weather' port during strong winds.
- Some residents felt it important to maintain more than one ferry operator to maintain competition in the market.
- Strong support for improving facilities, transport options and pedestrian access at both terminals.

## 02.

### Economic Future

- Strong support for the need for a mix of economic activities and development opportunities.
- Key activities that could provide economic benefits for Dunwich (Goompi) were identified as development that supports educational facilities; restaurants and cafes that capitalise on views out to the bay; streetscape and wayfinding improvements to help draw visitors to key sites; marine infrastructure to support recreational boating and events; and additional residential areas and visitor accommodation to support local businesses.
- Some community members expressed concerns about additional commercial activities and perceived this might draw customers away from existing local businesses.

## 03.

### Car Parking

- There was a high degree of consensus that improvements are required to car parking arrangements at both the Junner Street Ferry Terminal and One Mile Ferry Terminal.
- Participants identified a current and likely future lack of car parking at both terminals.
- Improvements to facilitate vehicle and pedestrian safety and better security were requested at the existing One Mile car park. Some participants opposed retaining the informal parking area given its location along an environmentally and culturally significant foreshore.
- Residents at the sessions suggested that future car parking solutions need to consider resident needs as well as visitor needs.

## 04.

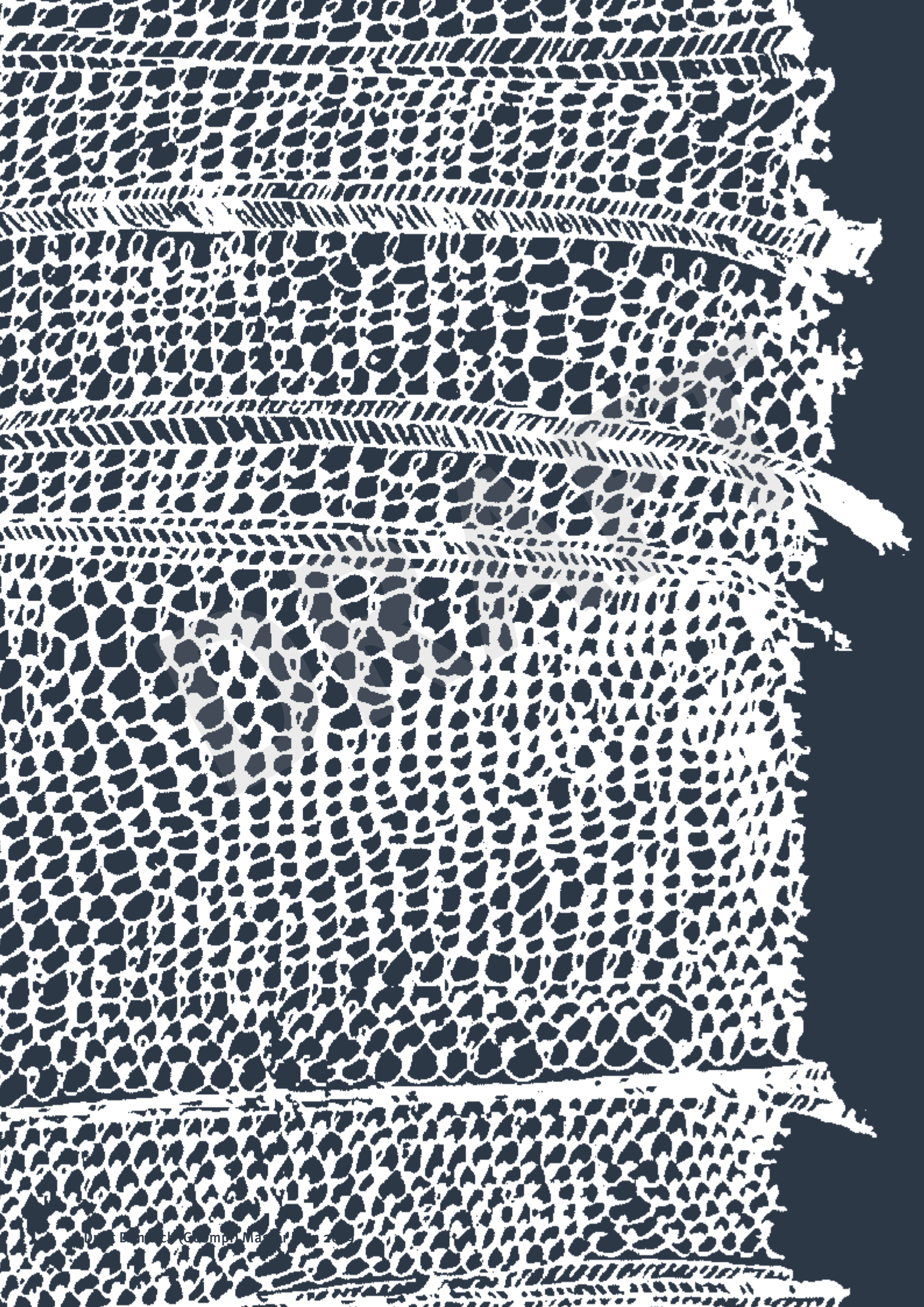
### Foreshore Improvements

- While community members and stakeholders strongly respected the cultural and environmental values of foreshore areas and supported protection of these areas, some identified opportunities for foreshore improvements.
- Some suggestions included improvements to existing public facilities (such as barbeques, parks, pathways and lighting), improved car parking, and a boardwalk or shared pathway for walkers and cyclists.

## 05.

### Walking and Cycling

- There was strong support for improving pedestrian and cyclist experiences in and around Dunwich (Goompi), especially through provision of sealed pathways, shade, shelter and signage.
- A need for additional walking trails and connections was also suggested.
- Some concerns were raised about any new walking trails in the hinterland areas due to the steep slope of the land and privacy issues if trails were proposed near existing homes.



# DUNWICH (GOOMPI)

DRAFT

# History

## Quandamooka History

**Quandamooka Peoples are the traditional inhabitants of Minjerrabah (North Stradbroke Island), having lived on the land for at least 25,000 years. The traditional lands of the Quandamooka include the waters and islands of Central and Southern Moreton Bay and the coastal land and streams between the Brisbane to Logan Rivers.**

Today, the Quandamooka Yoolooburrabee Aboriginal Corporation (QYAC) and Quandamooka Elders work together to protect the lands and sea and care for their country. On 4 July 2011, the Federal Court of Australia made two native title consent determinations recognising the Quandamooka People's native title rights and interests over land and waters on and surrounding North Stradbroke Island (Minjerrabah), and some islands in Moreton Bay.

Quandamooka Country extends beyond the Native Title determination area, including Moreton Island (Moorgumpin) and the mainland suburbs of Wynnum, Chandler, Lytton, Belmont, Tingalpa and Cleveland. QYAC manages the Native Title rights, providing legal representation, facilitation and assistance to Quandamooka People relating to this Native Title determination area. In addition, QYAC manages resources and developments on Native Title lands, seeking to create sustainable industry on Quandamooka Country. The use of this Native Title land is managed through an Indigenous Land Use Agreement.



Native Title: <http://www.qyac.net.au/NativeTitle.html>

Image Source: Historic North Stradbroke Island by Paddy Carter, Ellie Durbidge, Jenny Cooke-Bramley. Published 1994.



Dunwich (Goompi) Aboriginal settlement (1895)

Image Source: Historic North Stradbroke Island by Paddy Carter, Ellie Durbidge, Jenny Cooke-Bramley. Published 1994.

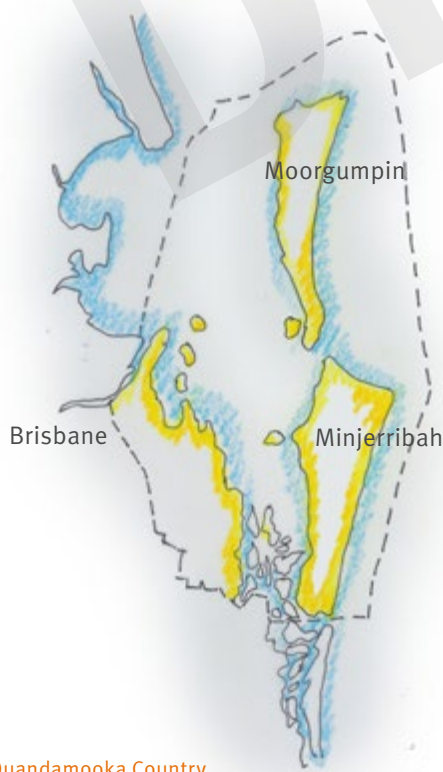


## European History

Dunwich's European history commenced in 1827 when a depot for the Moreton convict settlement was established. In 1842, the colony was opened to free settlers resulting in the construction of a quarantine station at Dunwich (Goompi) to house the sick and avoid spreading infection to the people in Brisbane and elsewhere.

In 1866, the quarantine station was closed and the buildings converted into the Dunwich Benevolent Asylum, Queensland's first dedicated home for the old and infirm. The asylum operated between 1865–1946 and served the whole of Queensland. It admitted 21,000 people over its 80 years (North Stradbroke Historical Society).

North Stradbroke Island's (Minjerribah's) first car ferry service began in 1947 with a service from the mainland to Amity Point and Dunwich (Goompi). This opened the island up to an increased resident population and the tourist market. Sand mining began on North Stradbroke Island (Minjerribah) in the early 1950s with much of the construction of residential and commercial premises at Dunwich (Goompi) erected after sand mining companies arrived.



Benevolent society theatre (1890)



Dunwich Benevolent Institution (1940)



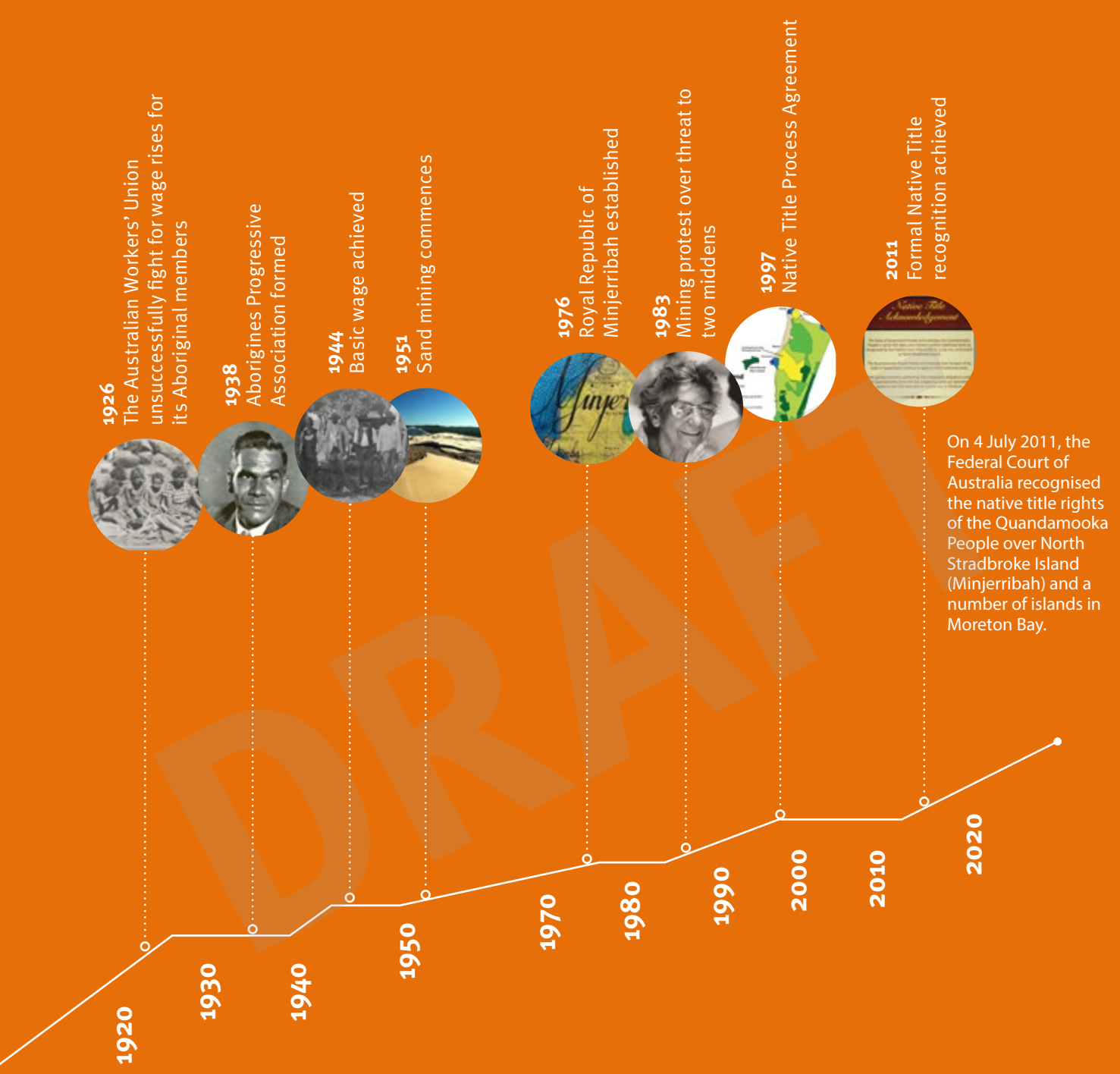
Approach from Peel Island (1934)



Approach from Peel Island (1934)

# Quandamooka History Timeline





# People

## Quandamooka People Today

**The Quandamooka Peoples are a first nation of over 2,000 Traditional Owners from Moreton Bay, South East Queensland. The clans of the Quandamooka include the Nunukul, Ngughi and Goenpul. It is estimated that about two-thirds of the Quandamooka People live away from North Stradbroke Island (Minjerribah).**

The Quandamooka are a people of land and sea to whom the island is a cultural and wildlife sanctuary. Their culture is interwoven with the natural environment both on land encompassing the scattered islands of Moreton Bay, and throughout the Bay waters. Their distinctive relationship with the natural environment is physically evident through their:

- connection to nature, with millennia-old cultural relationships with dugongs, whales and dolphins;
- rich cultural heritage, with sensitive historic and cultural sites; and
- distinctive food culture - oysters have a long history on the island, evident in Aboriginal middens.

Today, the Quandamooka People have retained their distinctive culture and embody the continuous occupation and cultural practices in contemporary form.

Many Quandamooka families reside within the Indigenous community known as One Mile. The precise number is unknown, partly due to the movement of people into and out of the community at different times of year. It is recognised that the resident population count for Dunwich (Goompi) may not be accurate as all residents of the One Mile community may not be included within this figure.

## Quandamooka Eco-Cultural Tourism Statement

**Quandamooka Country is the Quandamooka People's sanctuary that we have carefully managed for thousands of generations.**

We acknowledge that our physical, spiritual and emotional well-being and connection to country has been handed to us by our ancestors. Through our continued cultural practices we maintain, protect and nurture our cultural and natural values across all of Quandamooka Country for our children's children.

Quandamooka People have always shared our sanctuary with others who respect our values. We must ensure that there is always sufficient space and time for Quandamooka People to access and enjoy country and resources, and to undertake cultural activities.

While the Quandamooka People will continue to control how our sanctuary is shared, our sincerest wish is for visitors to feel welcome and be enriched through engagement with Quandamooka People, Country, and Culture.



## Welcome from the Quandamooka People

**Yura! Welcome from the Quandamooka People, the Traditional Custodians of this land. Our Ancestors have walked this country and we look to you to care for this country.**

Quandamooka People, people of the bay, call North Stradbroke Island by its traditional name, Minjerribah. Our relationship with the island dates back tens of thousands of years and as such the island is rich in our traditional culture and heritage. Our connection to the land, sea and country is still as strong today. As you visit this land and sea, we urge you to pay respects to Quandamooka Elders past and present. Acknowledge Naree Budjong Djara, Mother Earth, creator spirit.

On your stay on Minjerribah (now also now known as North Stradbroke Island) you may tread the sands on the Eastern Beach. Being sand, these dunes move with time, but the Nunukul and Gorenpul people had many meals here. The shells and bones left after meals were gathered carefully and placed on top of each other. Over millennia, the piles of carefully placed shells and bones in these tribal eating places become middens. There are middens in the dunes you may pass and on the headlands. The headland now known as Main Beach Headland was used often for meals and gatherings. It is a significant midden. Middens in the banks of Capembah Creek (Myora Springs) are significant also.

Aboriginal people mill binnung (observe listen) to nature. When the Mirrigimpa (sea eagle) soar high in the sky over the sea we watch and see if they dive for fish. When the melaleuca blooms in full we know there will be an abundance of honey. When the hairy caterpillars travel in long lines across the land we know the mullet will be moving up the coast.

We urge you too to observe and listen to mother nature. If you see wildlife such as gula (koala), buwangan (dolphin) or garumun (kangaroo), please respect that they are naturally wild. Enjoy Minjerribah and Quandamooka Country. We wish you all the best for your stay. Please respect our culture and places, enjoy the experience and leave only footprints.



Adam's Beach Campground



## Dunwich (Goompi) Community

According to the latest Australian Bureau of Statistics (ABS) census figures, there were approximately 885 residents of Dunwich (Goompi) in 2016. Approximately 38.7% of this resident population identified as being Aboriginal or Torres Strait Islander.

### Dunwich (Goompi) Population

 **POPULATION DENSITY**  
807.7\*  
(PERSONS PER KM<sup>2</sup> 2016)

 **0.7% POPULATION GROWTH PER ANNUM\***  
(2006–2016)

Lower than that recorded for the Redland Islands SA2 and Redland Local Government Area benchmarks (2.7% and 1.5% per annum respectively).

 **MEDIAN AGE 42\***

Slightly lower than the North Stradbroke Island (Minjerrabah) median age (44 yrs) and slightly higher than the Redland City Council Local Government Area median age (41 yrs).

### Dunwich (Goompi) Demographic Profile

 **ABORIGINAL AND TORRES STRAIT ISLANDER POPULATION \***

Compared to 20% for the wider North Stradbroke Island (Minjerrabah).

 **\$69,800 AVERAGE HOUSEHOLD INCOME\***

Significantly lower than that of the Redland City Council Local Government Area average of \$94,700.

 **47% FAMILY WITH CHILDREN <15\***

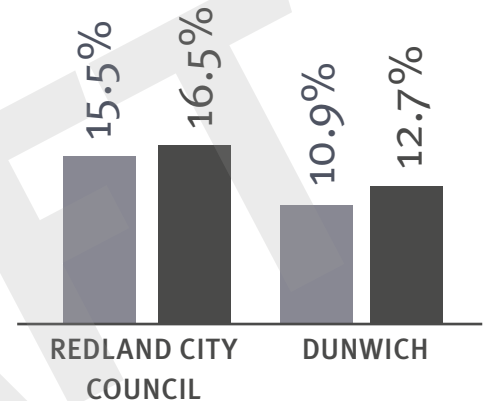
Compared to 36.5% of families with children under 15 in the Redland City Council Local Government Area.

 **21.2% FAMILY WITH CHILDREN >15\***

Compared to 22.9% of families with children over 15 in the Redland City Council Local Government Area.

### Education

 Year 12 or equivalent  Bachelor degree level or above



### HOUSEHOLD COMPOSITION



**36.6%**



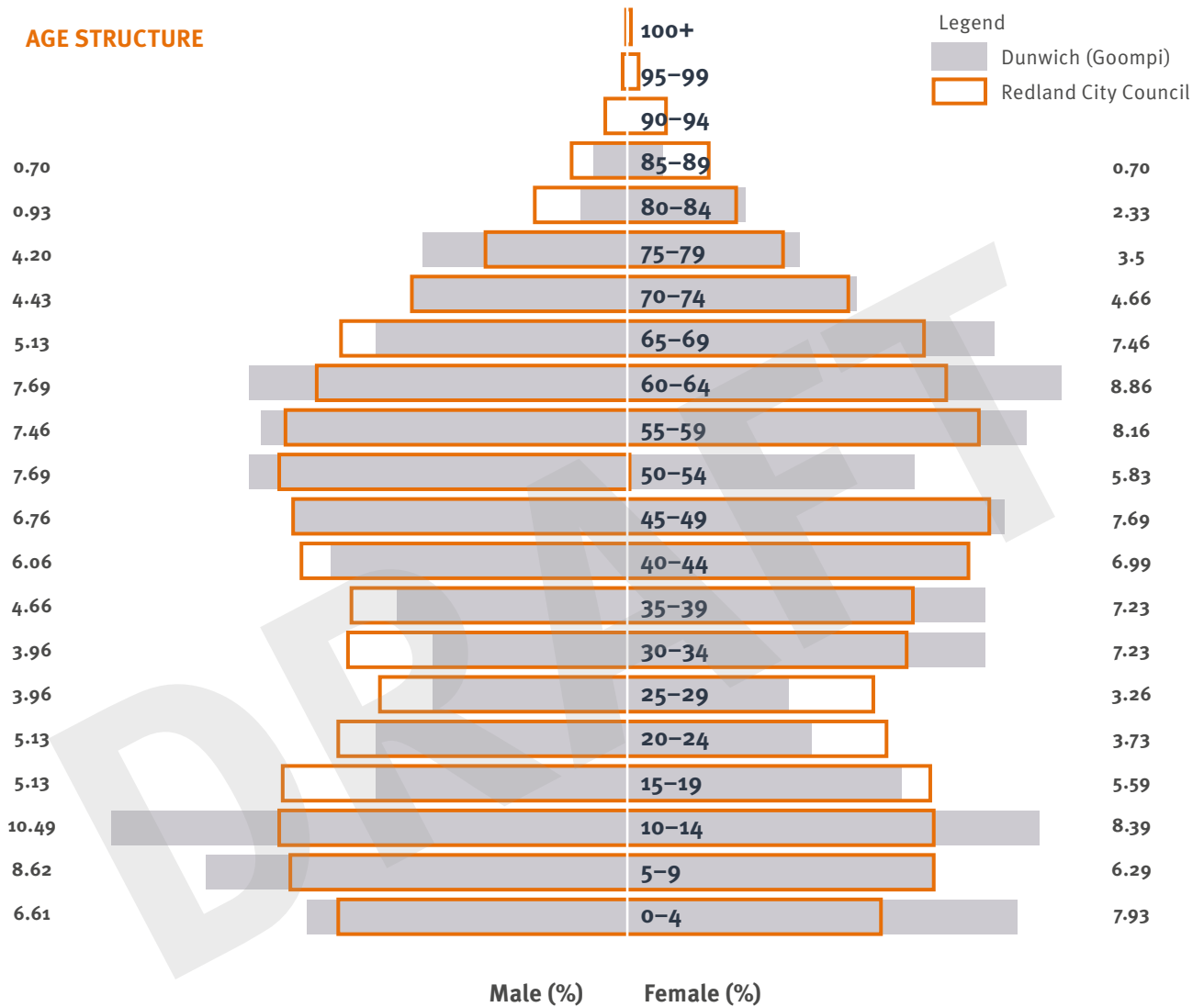
**31%**



**31%**

Compared to 39.5% of couples without children, 44.2% of couples with children and 15.3% of one parent families in the Redland City Council LGA.

## AGE STRUCTURE



# \$938

**MEDIAN WEEKLY HOUSEHOLD INCOME**

Compared to \$1,521 for the Redland City Council LGA.



# 14.7%

**DWELLINGS WITH NO REGISTERED MOTOR VEHICLE**

Compared to 4.6% of the Redland City Council LGA.



# 24.3%

**DWELLINGS WITHOUT INTERNET ACCESS**

Compared to 11% of the Redland City Council LGA.

# Place

## Dunwich (Goompi) Today

**Dunwich (Goompi) acts as the gateway to North Stradbroke Island (Minjerribah). Given that the Amity Point ferry no longer operates, today Dunwich (Goompi) is the only possible arrival point.**

Dunwich (Goompi) has a strong relationship to the mainland, but like many port towns, it is characterised as a thoroughfare to places beyond, rather than a place to stay in its own right. This is exacerbated by separating ferry traffic between two arrival points, meaning that no distinctive arrival place is created.



View from foreshore towards the bay

## Dunwich (Goompi) and the Bay

**Dunwich (Goompi) is the most populous town on the eastern side of Moreton Bay and it is the centre of Quandamooka life on Minjerribah (North Stradbroke Island).**

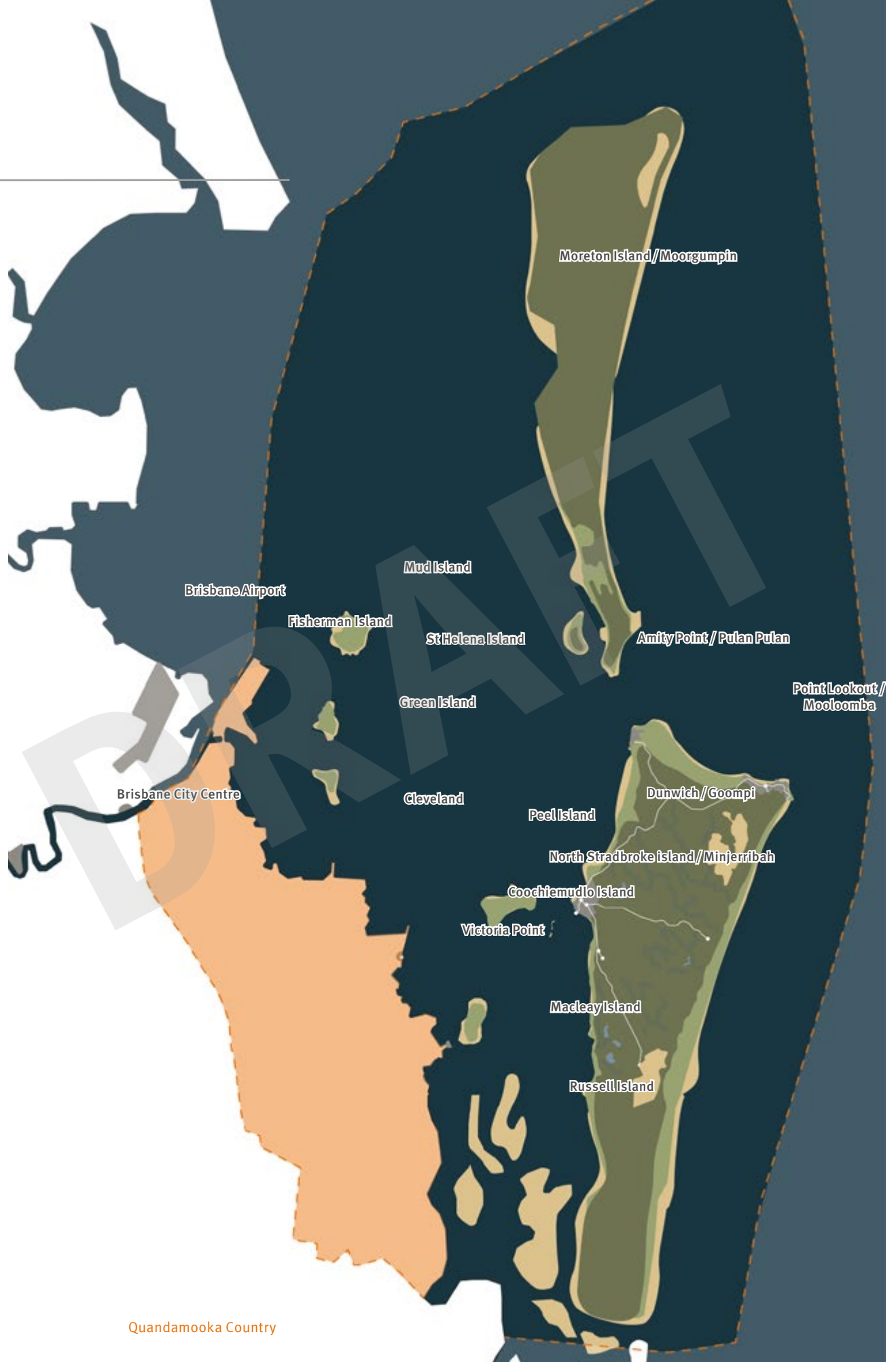
Quandamooka lands extend throughout the bay, incorporating several islands of interest, including:

- Suburban islands like Coochiemudlo Island;
- Sensitive historic islands like Peel Island, St Helena Island and Mud Island;
- Larger Islands like Moreton Island (Moorgumpin) and South Stradbroke Island; and
- Uninhabited islands like Green Island and Garden Island.

Dunwich (Goompi) is in a central position and within easy access to all these islands.

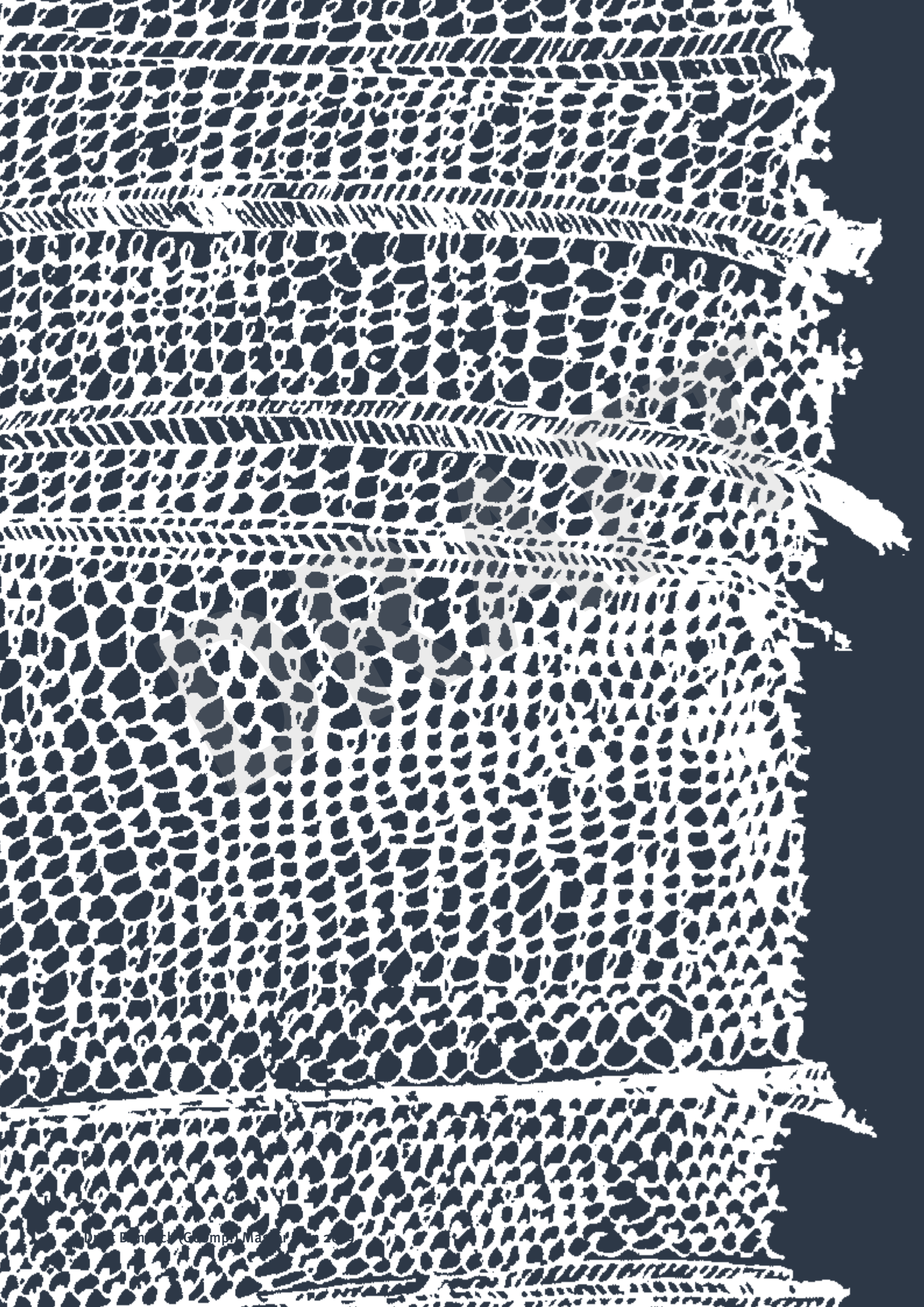


View from Polka Point looking north



Quandamooka Country







# THE VISION AND STRATEGIES

## Master plan structure

The master plan has been developed building on analysis and consultation. The draft master plan outlines a vision for the township and articulates seven overarching objectives and four focused strategies. These objectives and strategies have been informed and refined through feedback and input from stakeholders and the community.

The strategies identify and define a series of targeted projects and initiatives to be led by State, Council, QYAC and private investment.

Collectively these projects and initiatives will drive the transformation and repositioning of Dunwich (Goompi) in line with the vision.

Finally six catalyst projects will kick start improvements as a first phase of a broad implementation strategy. The diagram below helps explain the link between the vision, objectives, strategies and catalyst projects.

The master plan structure

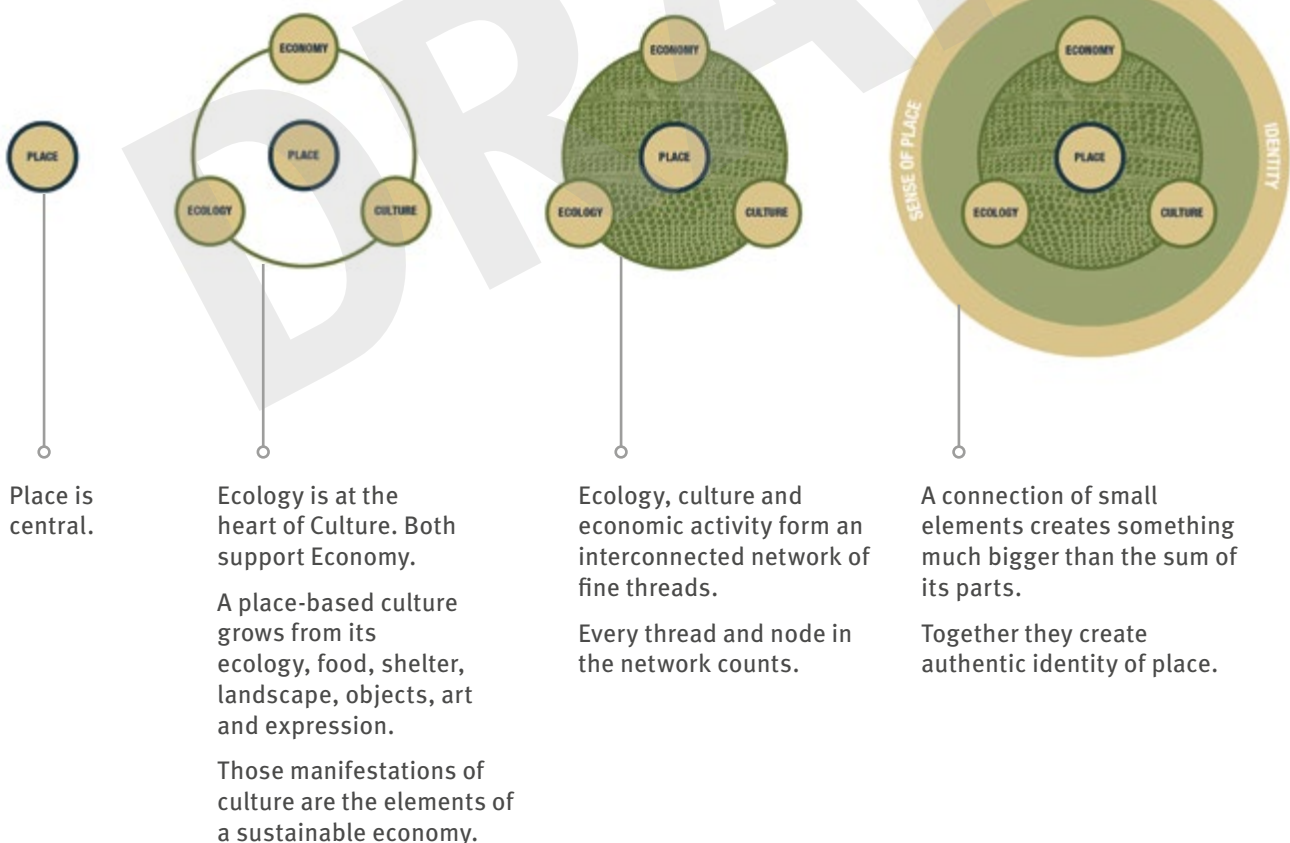


# The Vision

A vision has been developed for the Dunwich (Goompi) Master Plan, which is shown on the opposite page. This vision and the principles that follow form the cornerstone upon which a sustainable community is developed. Community input into the vision and objectives is invited through consultation on the draft master plan occurring in [insert month] 2019.

The idea of 'Place' or 'Country' is fundamental to Aboriginal Indigenous culture. 'Place' can be at the core of a 'genuine' values-based economy for Dunwich (Goompi). The below diagram describes the way in which a sustainable economy demands an intimate relationship to ecology and culture.

## Vision diagram



## THE VISION:

Dunwich (Goompi) consolidates its role as the gateway to the environmental and cultural sanctuary of North Stradbroke Island (Minjerribah). Sustainable foundations support a strong local economy with opportunities.



Authentic identity founded on ecology and culture, expressed through art and integrated in everything – in Place, in architecture and in wayfinding – creates real, sustainable economic opportunities.



Creative expression will strengthen the offer, with the potential to create highly attractive opportunities in areas such as education, local business, tourism and recreation.

Reinforcing this sense of place becomes a naturally occurring form of capacity management.

# Master Plan Objectives

The vision for the Dunwich (Goompi) Master Plan will be realised through achievement of a set of objectives which underpin the coordination and prioritisation of activity.

The objectives address a comprehensive range of cultural, social, environmental, and economic opportunities and collectively they guide the master plan and its strategies and catalyst projects.



## 01.

### Place Identity

Dunwich (Goompi) lies at the heart of Quandamooka Country and embodies the qualities of North Stradbroke Island (Minjerribah) and Moreton Bay. The town celebrates and promotes its identity, providing physical reminders and connections to its natural environment, culture and history. It is a destination in its own right – a place to stay and visit rather than pass through.



## 02.

### Sense of Arrival

Dunwich (Goompi) provides a sense of what's to come on arrival and a final reminder and contact point on departure. Ferry terminals provide a first and last experience of the island, promoting identity of the place and visual clues to the island's cultural and environmental significance. Transport connections and parking are provided at ferry terminals connecting people with various destinations in Dunwich (Goompi) and across the island. Wayfinding and art enhance the experience.



## 03.

### Sanctuary of Ecology and Wildlife

Local ecology and wildlife are defining features of Dunwich (Goompi), supporting the making of distinct precincts and places. These features are key attractors to the island, offering both sustainability and economic benefits. Protecting and enhancing the natural environment will preserve Dunwich (Goompi) as an ecological and wildlife sanctuary.



## 04.

### Network of Cultural Destinations

Cultural tourism forms a key pillar of economic growth. Inspired by a feature destination asset, a new 'Quandamooka Art Museum and Performance Institute' (QUAMPI) will act as a key driver in the growth of cultural tourism to the township. Supporting this, art plays a powerful role in delivering placemaking and reinforcing identity. It connects the bay, land, culture, storytelling, identity and visitation. Art is integrated into buildings, landscape and signage to create a distinctive identity for the island.





## 05. Sustainable and Diverse Economy

A sustainable new economy is created which celebrates local culture and environment, focused on sustainable tourism, education and training, and local business. The town centre at Ballow Road provides a focus for business activity and an enriching place for community activity and social connection.



## 06. Connected Township

Moving around Dunwich (Goompi) and to other destinations is made easy across all modes of transport. Walking and cycling is given priority and supported through provision of clear, comfortable and safe pathways. Public transport on both water and land is convenient, affordable and integrated, making them viable options for locals and visitors.



## 07. Engaged with the Foreshore

Physical and visual connection to water is a core part of the Dunwich (Goompi) island experience. The foreshore area is enjoyed by locals and visitors by creating a mix of quiet and engaging experiences of place. This is to be balanced with a need for cultural and environmental preservation. Opportunities for recreation and tourism near the foreshore are focused around the Ron Stark Oval.



## 08. Apply the Quandamooka Design Philosophy

The Quandamooka Design Philosophy celebrates, embeds and interweaves the Quandamooka Foundations of Healthy Country, Healthy People and Healthy Culture. This involves the judicious use of resources, design implementation that facilitates participation of the Quandamooka People and the integration of Traditional Knowledge, language and custom.

# Strategy 1: A Memorable and Authentic Place

**Intent of this strategy:** Dunwich (Goompi) will be the cultural heart of Minjerribah (North Stradbroke Island) and the gateway to Quandamooka Country. As a destination for visitors it will be welcoming. It will be a place that embraces its Indigenous and European history and preserves and protects associated heritage values. The story of this place is embedded in every aspect of the township making it authentic and memorable.

The development of this strategy has been informed by technical analysis and community feedback which identified the following priorities:

- a fitting gateway experience to the island and to Quandamooka Country.
- a unified cultural, art and heritage story and experience that celebrates and showcases the Quandamooka Story with European heritage through art and cultural placemaking.
- a destination that will draw visitors to the township for the day or longer while maintaining and respecting the current and future lifestyle of residents.
- a distinctive, place- and culture-based identity that backfills the commitment of Minjerribah Futures to foster Australia's most desirable island community.

## Key projects / initiatives to achieve this strategy:

The following key projects and initiatives have been identified in order to realise this strategy:

- 1.A** Develop an art strategy for Dunwich (Goompi) leveraging local artistic talent and delivering on public art opportunities in strategic locations, including a public art installation at the Junner Street Ferry Terminal, that represent Dunwich's (Goompi's) identity and culture on arrival to the island.
- 1.B** Deliver signage that is consistent with QYAC's signage strategy and that supports a sense of place and encourages visitors to explore, engage with and remain within Dunwich (Goompi). See Catalyst Project 03.
- 1.C** Create a cultural precinct anchored by the Quandamooka Art Museum and Performance Institute (QUAMPI) that could include allied opportunities such as an Indigenous garden, art and cultural heritage trail, natural amphitheatre and / or a weapon throwing range. See Catalyst Project 02.
- 1.D** Upgrade the recreational foreshore of the township to offer greater amenity, a place for community to gather and to serve as a key destination within the township in a way consistent with the site's heritage values. See Catalyst Project 04.
- 1.E** Deliver an improved art and cultural heritage trail (using explanatory signage and public art) focused around the links from the cultural precinct, foreshore areas, town centre and NSI Historical Museum.
- 1.F** Formalise a day trip experience that links key focus areas with upgraded connections, supported by art and wayfinding to create a new visitor offer. See Catalyst Project 05.
- 1.G** Deliver a landscaped amphitheatre on Ballow Road overlooking the Ron Stark Oval that enables relaxing, recreating and panoramic views of the foreshore and bay. See Catalyst Project 04.
- 1.H** Define and create a unified streetscape character for the town centre extending along Ballow Road towards QUAMPI.
- 1.I** Deliver feature tree lighting that focuses on large established figs.
- 1.J** In partnership with Traditional Owners, investigate opportunities to establish an Indigenous food trail network and Indigenous garden, including supporting signage, to showcase endemic food sources and create an additional cultural experience to tie-in with the Quandamooka Story.
- 1.K** Support creation of dining experiences showcasing locally grown produce and traditional cuisine.
- 1.L** Formalise Jack Lane into an art walk utilising the rear of tenancies to activate and deliver a unique destination.
- 1.M** Incentivise the establishment of incubator artist studios on the Jack Lane art walk.

## This Strategy aligns with objectives:

- 01. Place Identity
- 02. Sense of Arrival
- 03. Sanctuary of Ecology and Wildlife
- 04. Network of Cultural Destinations
- 07. Engaged with the Foreshore



## This strategy responds to the key messages we heard including:

















"This master plan can build on a history of strong relationships between Indigenous and non-Indigenous residents."

"Tourists arrive and drive through Dunwich (Goompi) without stopping."

"It is important to tell the story of Dunwich's (Goompi's) land, its history and its culture."

"Dunwich (Goompi) has a soul that should be fostered and supported."

Legend

-  Public art opportunity
-  Opportunity for local festivals, events and leisure activities
-  Feature tree lighting
-  Day trip experience
-  Art and cultural heritage trail
-  Jack Lane art walk
-  Recreational foreshore upgrade
-  Heritage focus
-  Cultural precinct
-  State heritage listing
-  Tourism focus
-  Town centre revitalisation
-  Art and culture focus
-  Community focus
-  Recreation and open space focus
-  Consolidated tourist information centre

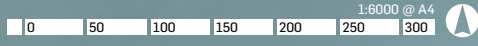
“  
**Sites of cultural and historical importance should be protected and used for education, tourism and cultural awareness.**  
 ”

Community member | Stage 1 feedback

Minjerribah Ganaba Education, Innovation, Training and Employment Precinct



Strategy 1: A Memorable and Authentic Place





# Strategy 2: A Thriving and Sustainable Place

**Intent of this strategy:** Dunwich (Goompi) strengthens its role as the economic, administrative and cultural centre of North Stradbroke Island (Minjerrabah). The transition from sand mining toward a more diverse and sustainable economic future requires consideration of the planning, land use and business changes required to support this transition.

The development of this strategy has been informed by technical analysis and community feedback which identified the following priorities:

- drive start-up businesses, attract new businesses and stimulate diverse economic growth.
- create new and diverse housing opportunities.
- manage tourism growth having regard for the QYAC eco-cultural tourism statement.
- promote sustainability.
- support creativity and innovation.
- promote healthy country, healthy people and healthy culture.

## This Strategy aligns with objectives:

- o1. Place Identity
- o4. Network of Cultural Destinations
- o5. Sustainable and Diverse Economy



## This strategy responds to the key messages we heard including:

"Build partnership opportunities between Quandamooka and other local businesses."

"The future success of the island depends on delivering the experience economy."

"Small businesses should be prioritised and encouraged through future development."

## Key projects / initiatives to achieve this strategy:

The following key projects and initiatives have been identified in order to realise this strategy:

- 2.A** RCC, QYAC, the Queensland Government and other key stakeholders to work in partnership to prioritise the delivery of key opportunity sites. See Catalyst Project 02.
- 2.B** Carry out additional investigations over future investigation sites to determine and facilitate alternative land uses. See Catalyst Project 02.
- 2.C** Strengthen existing commercial and administrative activities within the town centre through placemaking initiatives including town centre revitalisation and expansion, a wayfinding strategy, streetscape improvements, car parking formalisation, the Jack Lane art walk and promotion of a day trip experience. See Catalyst Projects 02, 03, 05 and 06.
- 2.D** Build on the Quandamooka Art Museum and Performance Institute (QUAMPI) to create a broader cultural precinct, utilising the existing Sibelco stores site. See Catalyst Project 02.
- 2.E** Create a consolidated tourist information centre and long-term ranger base in close proximity to the town centre and Junner Street Ferry Terminal. See Catalyst Project 02.
- 2.F** Enhance connectivity between the town centre, cultural precinct and other key destinations through signage and wayfinding, establish a gateway to the town, and develop a day trip experience to encourage visitors to remain with Dunwich (Goompi). See Catalyst Projects 03 and 05.
- 2.G** QYAC, RCC and State Government to work in partnership to investigate and implement opportunities to support start-up and incubator businesses within Dunwich (Goompi).
- 2.H** Explore commercial opportunities to attract and enhance tourism, leisure, recreation and entertainment-based activities that are culturally relevant and contribute to establishing Dunwich (Goompi) as a destination.
- 2.I** Continue to work with the local community and businesses to provide access to training and build capacity to support business growth.
- 2.J** Work with RCC and QYAC to explore how new and alternative housing products, such as auxiliary units, to improve housing diversity and affordability may be better supported.
- 2.K** Expand existing research functions on the island in partnership with UQ and other education institutions to develop an Education and research precinct.
- 2.L** Investigate opportunities to establish 'green' commercial ventures, such as advanced offsets, solar farming and other renewables.
- 2.M** Create conditions that are conducive to fostering cottage and more bespoke economic opportunities that fit with the identity of the town.
- 2.N** Promote active, healthy outdoor lifestyles through a program of activities and events responding to the needs of residents.
- 2.O** Improve opportunities for young people (including sporting, recreation and entertainment opportunities) and identify a series of interventions to better serve the needs of this group of residents.
- 2.P** Building upon existing initiatives, create new and improved existing spaces for local festivals, events and leisure activities that allow people to interact and celebrate the island's unique cultural and historical traditions.



Legend

-  Opportunity for local festivals, events and leisure activities
-  ETS / Minjerribah Futures sites
-  Key opportunity sites
-  Waterfront and marine industry
-  Low to low-medium density residential
-  Town centre revitalisation
-  Town centre expansion
-  Mixed use and tourism focus
-  Day trip experience
-  Recreational foreshore upgrade
-  Consolidated tourist information centre

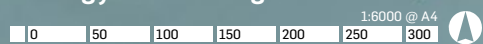


Inset Plan

Polka Point



Strategy 2: A Thriving and Sustainable Place



# Strategy 3: A Natural and Green Sanctuary

**Intent of this strategy:** Dunwich (Goompi) as the arrival point to North Stradbroke Island (Minjerribah) establishes the quality and importance of the township and island's natural environment. Fauna, flora and natural amenity are visibly protected, celebrated and enhanced access both terrestrial and marine environments. The township provides a green experience with a public realm that delivers shade and high quality amenity to encourage walking in key locations.

The development of this strategy has been informed by technical analysis and community feedback which identified the following priorities:

- environment, ecology and biodiversity as a key feature and point of difference of the township.
- green amenity within urban areas.
- a quality of landscape that celebrates the local context and culture.
- optimised access and connection to water.
- environmental sustainability as a key priority.
- natural capacity management of the tourism industry to protect the network of green spaces, ecosystem, marine habitat and biodiversity of flora and fauna.

## This Strategy aligns with objectives:

01. Place Identity
03. Sanctuary of Ecology and Wildlife
06. Connected Township
07. Engaged with the Foreshore



## This strategy responds to the key messages we heard including:

"Significant trees such as the old fig trees should be protected."

"Need to protect environmental foreshore areas."

"Opportunity to develop environmental education programs, such as on how to regenerate destroyed areas."

"Dunwich (Goompi) could be a hub for marine education and environmental research."

## Key projects / initiatives to achieve this strategy:

The following key projects and initiatives have been identified in order to realise this strategy:

- 3.A** Utilise subtropical urban design principles to create a shady, comfortable and walkable environment for residents and visitors.
- 3.B** Introduce distinctive and iconic landscape elements as part of streetscape upgrades using native tree species feature planting and feature boulevard tree planting, that are recognisable from a distance, reinforce desired movement paths and deliver green amenity to urban streets.
- 3.C** Investigate remediation or containment of contaminated land in key locations.
- 3.D** Educate community groups and industry on biodiversity values and management and engage community, environmental groups, school groups and industry through environmental and educational outreach programs, potentially in partnership with the Dunwich State School, UQ and QYAC.
- 3.E** Protect existing marine habitat particularly around foreshore areas, wetlands and the Moreton Bay Marine Park.
- 3.F** Identify and implement opportunities to use cultural activities, including public art opportunities, to reflect on and interpret ecology.
- 3.G** Continue to expand and promote focused nature activities such as birdwatching, bushwalking, bike riding, picnicking, kayaking and nature play, including through improvements to signage, new connections and trails, and recreation foreshore upgrades.
- 3.H** Establish a program to identify and remove weed species in key locations to improve view lines.
- 3.I** Develop a township-based waste and emissions reduction strategy in partnership with local residents and business.
- 3.J** Protect and preserve the environmental and cultural foreshores, including surrounding marine environments. See Catalyst Project 04.
- 3.K** Build ecological resilience by rehabilitating the environmentally and culturally significant environmental foreshore in partnership with QYAC, including at Polka Point and One Mile. See Catalyst Project 04.
- 3.L** Work with QYAC, DNRME, QFRS and DES to understand the outcomes of bushfire hazard studies and to develop bushfire management plans for key sites, projects and initiatives.
- 3.M** In collaboration with RCC, engage with the Dunwich (Goompi) community to identify appropriate adaptation responses for identified coastal hazard areas building on the findings of the Coastal Hazard and Risk Assessment.



Legend

-  Environmental foreshore
-  Streetscape upgrades
-  Bushwalking / cycling trail
-  Recreation and open space focus
-  Conservation areas
-  Wildlife Corridor Connection
-  Feature tree planting
-  Feature boulevard tree planting
-  Existing trees
-  Marine park zoning
-  Marine park designated area
-  Contaminated land for investigation
-  Existing feature fig trees
-  Removal of weed species

“ Native vegetation is paramount to island identity and sense of place. ”

Community member | Stage 2 feedback

Polka Point





# Strategy 4: A Connected and Legible Place

**Intent of this strategy:** Accessing and moving around Dunwich (Goompi) will be easier through improvements to infrastructure and services for all modes of transport. Services and options for transport will be streamlined to offer a higher quality of service that meets the needs of both locals and visitors. Arrival into the township will be intuitive and easy to understand. Formal signage, in addition to culturally relevant markers, art and landscaping will promote easy navigation.

The development of this strategy has been informed by technical analysis and community feedback which identified the following priorities:

- Junner Street is the defined, clear arrival point onto North Stradbroke Island (Minjerribah).
- rationalised road hierarchy to facilitate movement and address conflicts between pedestrians, cyclists and vehicles.
- coordinated and optimised connection between ferry and bus services.
- improved walking and cycling connections and prioritised pedestrian movement in key locations.
- formalised and consolidated parking, including provision of accessible formal parking pockets.

## This Strategy aligns with the objective:

- o1. Place Identity
- o2. Sense of Arrival
- o4. Network of Cultural Destinations
- o6. Connected Township



## This strategy responds to the key messages we heard including:

"Dunwich (Goompi) needs short-term and long-term parking solutions."

"Keep car parking away from the foreshore and recreation areas."

"Ferry terminal upgrades could improve pedestrian and vehicle access to the island, improve traffic issues and provide a more welcoming arrival experience."









## Key projects / initiatives to achieve this strategy:

The following key projects and initiatives have been identified in order to realise this strategy:

- 4.A** Relocate and upgrade Junner Street Ferry Terminal to accommodate additional services capable of providing a single point of entry / exit to the island and an inter-modal transit hub. Future consolidation may also enable potential passenger vessel connection to Brisbane CBD and cruise ship terminals. See Catalyst Project o1.
- 4.B** In the short-term, redesign the ferry and island transport interchange at One Mile to facilitate access, remove conflict between buses and private vehicles and improve passenger / waiting facilities and environments. See Catalyst Project o1.
- 4.C** Deliver 500+ formal long-term and short-term managed parking spaces within formal parking pockets throughout the township that are suitably located to accommodate vehicle parking and overflow barge vehicle queuing for Junner Street Ferry Terminal. See Catalyst Project o6.
- 4.D** Deliver a wayfinding strategy for the whole township and work in partnership with QYAC to develop a form, language and materiality that is harmonious with the local culture and character of the place and the QYAC signage strategy. See Catalyst Project o3.
- 4.E** Investigate viability and impacts of diverting heavy vehicles and through traffic to improve safety and activation of Ballow Road.
- 4.F** In partnership with DTMR and RCC, undertake intersection planning to determine safety issues and potential improvements.
- 4.G** Formalise key cycle routes, trail infrastructure and cycle parking and facilities.
- 4.H** Deliver a new pedestrian connection from the Junner Street Ferry Terminal to QUAMPI, the cultural precinct and the long-term car park on Ballow Road.
- 4.I** Review the public transport schedule and potential options to integrate ferry and bus services into the greater SEQ public transport network.
- 4.J** Design and implement streetscape upgrades extending from the Junner Street Ferry Terminal to Ballow Road and along Ballow Road from the town centre to the cultural precinct.
- 4.K** Undertake a feasibility study exploring the need for a potential future breakwater to enable safe, all-weather access for ferry services at Junner Street Ferry Terminal.
- 4.L** Provide lighting upgrades along key pedestrian routes.
- 4.M** Convert Ballow Road to a shared zone between Mallon Street and Rous Street to slow traffic, prioritise pedestrians and improve safety.
- 4.N** Review the One Mile configuration for boat launching to ensure conflicts between users are minimised and deliver safer movements for pedestrians and cyclists.
- 4.O** Add boating infrastructure to One Mile to support improved long-term functionality of the location as a recreation boat launch.
- 4.P** Investigate digital technology opportunities that offer interactive or live systems to support wayfinding around the township and the island.

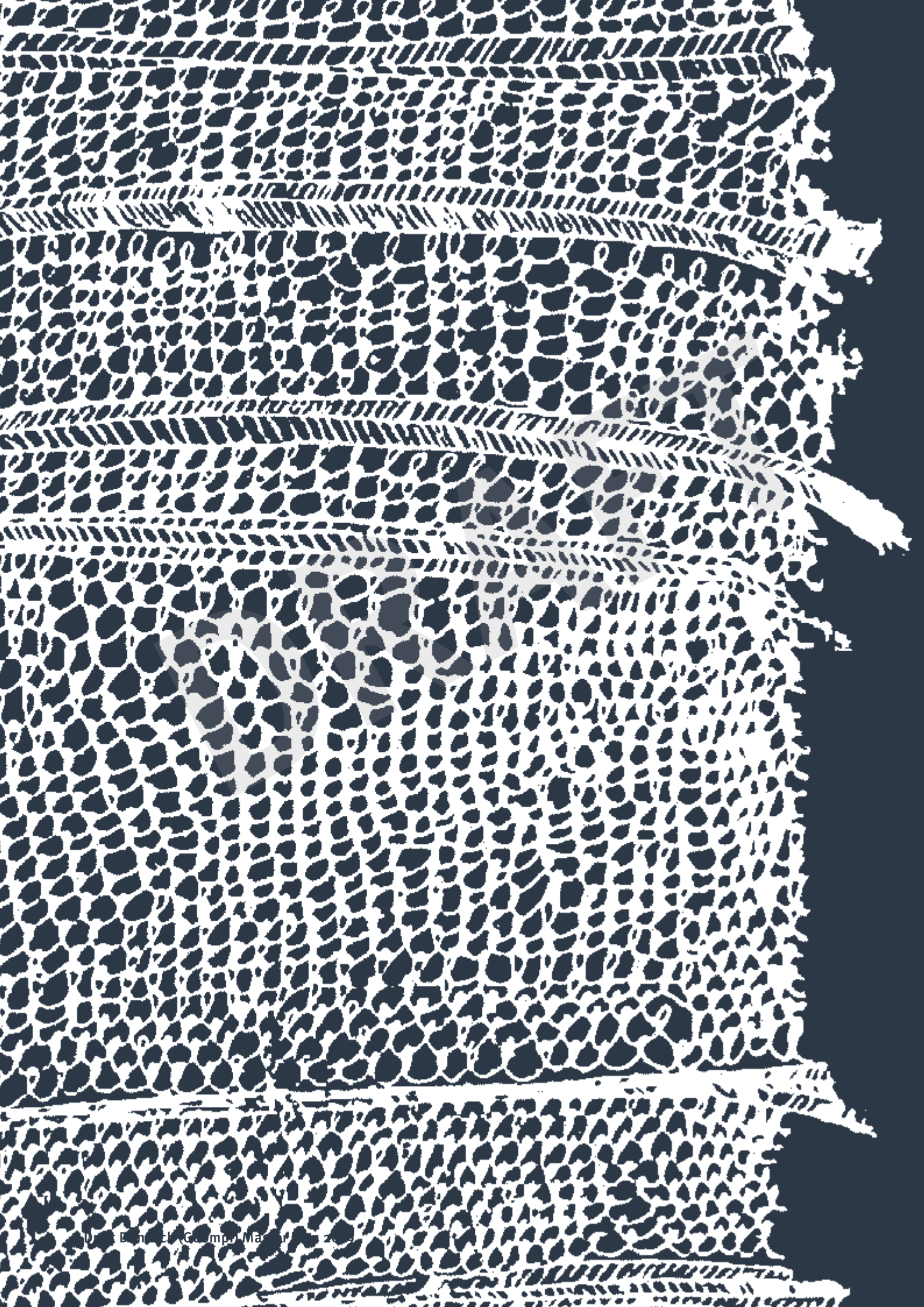


Legend

-  Intersection planning
-  Primary vehicle movement
-  Through traffic vehicular route
-  Key pedestrian movement
-  Key on-street cycle movement
-  Bushwalking / cycling trail
-  Path lighting
-  Ballow Road shared zone
-  Formal parking pocket
-  Junner Street inter-modal transit hub
-  Barge vehicle queuing
-  Potential future breakwater
-  Bus stop
-  Ferry terminal upgrades
-  Cycle parking and facilities

**“ Promote non-car transport. ”**  
 Community member | Stage 2 feedback





# THE MASTER PLAN

DRAFT



# The Master Plan

The master plan presented on these pages represents an overarching vision for the township and key projects and initiatives for revitalisation.

## Legend

### Memorable & Authentic

1. Day trip experience
2. Junner Street public art opportunity
3. Upgraded and expanded play park
4. Art and cultural heritage trail
5. Jack Lane art walk

### Thriving & Sustainable

6. Key opportunity site 1 – Existing Sibelco administration site
7. Key opportunity site 2 – Mitchell Park
8. Key opportunity site 3 – Existing Sibelco stores site
9. Key opportunity site 4 – Town centre revitalisation and expansion
10. Key opportunity site 5 – Existing Riverside Sands loading site
11. Key opportunity site 6 – Industrial expansion area
12. Key opportunity site 7 – residential area
13. Future investigation site

### Natural & Green

14. Conservation areas
15. Cultural foreshore
16. Recreational foreshore
17. Environmental foreshore
18. Feature boulevard tree planting and native tree planting

### Connected & Legible

19. Potential future breakwater
20. Car parking formalisation
21. Junner Street Ferry Terminal upgrade
22. One Mile Ferry Terminal upgrades (interim and long term)
23. New pedestrian link to cultural precinct
24. Intersection planning
25. Junner Street inter-modal transit hub
26. Streetscape upgrades
27. Ballow Road shared zone
28. Bushwalking / cycling trail
29. Cycle parking and facilities

### ETS / Minjerribah Futures Sites

30. Refurbish Minjerribah Ganaba Education, Innovation, Training and Employment Precinct
31. Expansion of aged care (Nareeba Moopi Moopi Pa Aged Care Hostel)
32. Minjerribah Camping Upgrades
33. Quandamooka Art Museum and Performance Institute (QUAMPI)

## Plan inset (opposite)







One Mile Ferry Terminal

Yabby Street

Bradbury's Beach Campground

Dunwich Cemetery

Dunwich State School

Education and Research Precinct

Bob Wilson Park

Mitchell Park

Ron Stark Oval

QUAMPI

Adam's Beach Campground

Junner Street Ferry Terminal

Polka Point

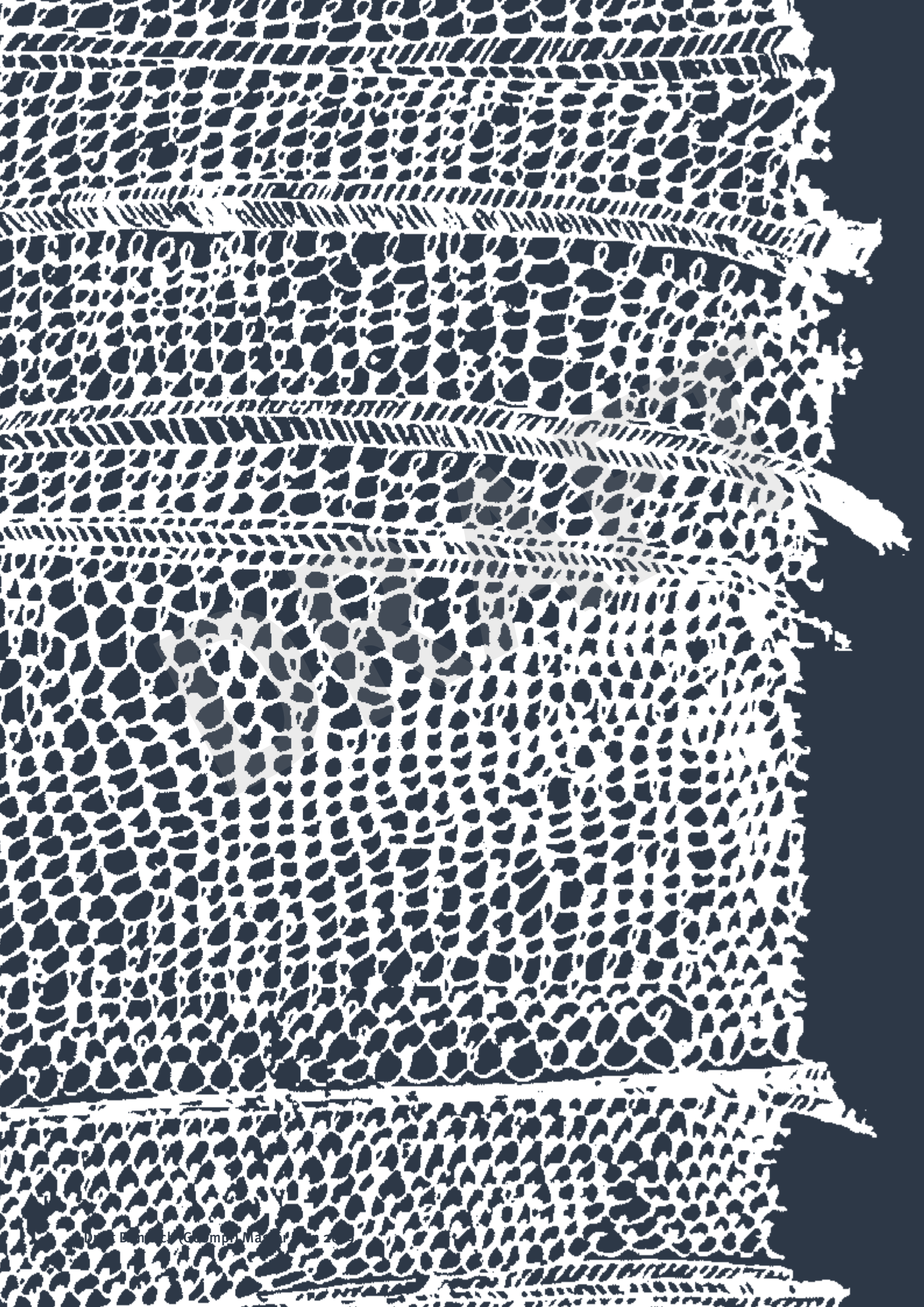
Riverside Sands

Barton Street Park

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# CATALYST PROJECTS

DRAFT

## Six Projects to Catalyse Change

**In order for Dunwich (Goompi) to realise the vision and objectives set out in this plan, sequenced and focused change and investment must occur over the next 10+ years. To drive these outcomes in a concentrated way, six catalyst projects have been selected based on their ability to best achieve the desired social, economic and cultural prosperity needed for the township.**

Each of the six catalyst projects has been informed by the strategies that have been developed based on feedback from stakeholders and the broader community.

The catalyst projects are pivotal and provide a suite of mutually supportive efforts that will, over time, dramatically reposition the township and steer it towards achievement of the vision.

In order to convey the intent of the catalyst projects, design concepts and additional detail has been developed to communicate the overall intent, aspirations and interrelationships for each.

Every catalyst project presented will be subject to further investigations and detailed planning and design prior to commencement and delivery.

### 01.

#### Upgrades to ferry transport infrastructure

The long-term objective is to improve ferry terminal infrastructure and operations for the island. The Junner Street Ferry Terminal will maintain its role as the primary entry and exit point. Priority infrastructure upgrades will focus on rationalising existing facilities, creating memorable amenity and providing opportunities to expand capacity.

In the interim, the One Mile Ferry Terminal will maintain passenger ferry operations. In the longer term, passenger ferry operations will be consolidated at the Junner Street Ferry Terminal. One Mile will then become a hub for marine-based recreation activities, while retaining its important emergency service functions.

### 02.

#### Land use and economic revitalisation

Identification of key opportunity sites where larger-scale change is considered appropriate and beneficial for the local community and visitors to Dunwich (Goompi) to stimulate longer term revitalisation. Future investigation sites are also identified for longer term consideration to determine suitability for development.

### 03.

#### Township wayfinding and navigation

The ability to easily figure out where to go and how to get there is vital for visitors. This catalyst project identifies how wayfinding will encourage and enhance the visitor community experience as well as operational efficiencies and commerciality.

### 04.

#### Foreshore strategy and upgrades

The foreshore of the township is core to its identity, culture, ecology and place proposition. This catalyst project looks at the role of each of the foreshore environments in the township and focuses on the necessary investment to increase the destinational and recreational appeal of the recreational foreshore. This will be done in a way that protects the area's cultural, environmental and heritage values.

### 05.

#### Day trip experience

This catalyst project creates a network of connected experiences within a defined day trip experience, that collectively will attract new types of tourists to the township and in turn drive economic and community benefits.

### 06.

#### Car parking formalisation

Formalisation and management of car parking for the township is critical in the short- and long-term to meet the varied and unique needs of visitors and residents during peak and off-peak tourism seasons.



CATALYST PROJECT		OBJECTIVES ACHIEVED	ALIGNED STRATEGIES
<b>01.</b> Upgrades to Ferry Transport Infrastructure	Junner Street Ferry Terminal upgrade	01. Place Identity 02. Sense of Arrival 04. Network of Cultural Destinations 05. Sustained and Diverse Economy 06. Connected Township 07. Engaged with Foreshore	1.A 2.E 4.A, 4.H, 4.J, 4.K
	One Mile Ferry Terminal upgrade	01. Place Identity 02. Sense of Arrival 03. Sanctuary of Ecology and Wildlife 04. Network of Cultural Destinations 05. Sustained and Diverse Economy 06. Connected Township 07. Engaged with Foreshore	4.B, 4.I, 4.N, 4.O
<b>02.</b> Land Use and Economic Revitalisation		01. Place Identity 05. Sustainable and Diverse Economy	1.C, 1.M 2.A, 2.B, 2.C, 2.D, 2.E, 2.G, 2.H, 2.I, 2.J, 2.K, 2.L, 2.M, 2.O 3.C, 3.D, 3.L, 3.M 4.E
<b>03.</b> Township Wayfinding and Navigation		01. Place Identity 02. Sense of Arrival 04. Network of Cultural Destinations 05. Sustained and Diverse Economy 06. Connected Township 07. Engaged with Foreshore	1.A, 1.B, 1.C, 1.D, 1.E, 1.F, 1.H, 1.J, 1.K, 1.L 2.C, 2.D, 2.E, 2.F 3.A, 3.B 4.D, 4.P
<b>04.</b> Foreshore Strategy and Upgrades		01. Place Identity 02. Sense of Arrival 03. Sanctuary of Ecology and Wildlife 04. Network of Cultural Destinations 05. Sustained and Diverse Economy 06. Connected Township 07. Engaged with Foreshore	1.D, 1.G, 1.I 2.O, 2.P 3.B, 3.E, 3.G, 3.H, 3.K 4.M
<b>05.</b> Day Trip Experience		01. Place Identity 02. Sense of Arrival 03. Sanctuary of Ecology and Wildlife 04. Network of Cultural Destinations 05. Sustained and Diverse Economy 06. Connected Township 07. Engaged with Foreshore	1.A, 1.B, 1.C, 1.D, 1.E, 1.F, 1.E, 1.J, 1.K 2.C, 2.D, 2.E, 2.F, 2.P 3.B, 3.E, 3.F, 3.G 4.G, 4.H, 4.J
<b>06.</b> Car Parking Formalisation		05. Sustained and Diverse Economy 06. Connected Township	2.C 4.C

# 01. Upgrades to Ferry Transport Infrastructure

**The prosperity of both Dunwich (Goompi) and North Stradbroke Island (Minjerribah) relies on access to the island via passenger ferry and vehicle barge services.**

Optimising the functional layout of the Junner Street Ferry Terminal as the primary access point to the island will support improved service capacity and operational efficiencies. With the cessation of sand mining on the island, there is a once in a lifetime opportunity to take advantage of new space presented by Sibelco's departure and deliver a consolidated precinct.

## Junner Street Ferry Terminal



### Why upgrade the Junner Street Ferry Terminal?

**The current ferry terminal configuration is less than optimal with bus services, ferry services, pedestrians and private vehicle drop-off all converging in a confined area.**

With the addition of the current Sibelco site zoned as waterfront and marine industry, there is an increased quantum of land to support upgraded capacity at the Junner Street Ferry Terminal and to deliver an integrated inter-modal transport hub, including the potential relocation of ferry services from One Mile.

Importantly the expansion and revitalisation of the terminal offers the all important opportunity to create a fitting arrival to the township and the island.

The concept design and visualisations prepared show how a redevelopment of the Junner Street Ferry Terminal precinct could be undertaken. Further investigations and detailed design work will inform the preferred future spatial arrangements of elements in the precinct, which may vary from the concept shown.

#### The concept

The plan opposite demonstrates how the Junner Street Ferry Terminal is proposed to be improved. Key to the concept is how the different spatial elements will work together within the new space presented by Sibelco's departure. The main elements for consideration include:

- delivery of a high-quality public realm.
- spatial separation of vehicle and passenger ferry infrastructure to improve operational efficiencies on the land and water side.
- demolition of Harold Walker Jetty and existing ferry jetties to accommodate widened barge ramp, and the construction of new passenger ferry jetties to the south
- protection of heritage values while improving pedestrian linkages to the foreshore, town centre and QUAMPLI.
- providing for new commercial and retail opportunities.

In the interim, One Mile will maintain its current operational functions with a focus on improving landside efficiencies.

Beyond getting to and from the island, the quality of the arrival experience is paramount. The current arrangements at Junner Street and One Mile present a range of issues that have been identified by stakeholders and the community. This priority project seeks to ensure the ferry terminal facilities at Junner Street and One Mile are complimentary.

#### Junner Street Ferry Terminal aspirations

The key aspirations and desired outcomes for the Junner Street Ferry Terminal upgrade are to:

- improve the overall arrival experience by introducing shade, amenity, placemaking elements and wayfinding tools to assist in navigating around the township and island.
- provide opportunities for improved bus service operations and passenger facilities (e.g. bus shelters, bus layovers and turnarounds, pick up and drop off areas, taxi waiting areas and information points).
- protect the terminal from wave action and enable access year round, even during extreme weather conditions.
- provide a memorable and positive first impression upon arrival to Dunwich (Goompi) and North Stradbroke Island (Minjerribah).
- celebrate heritage values (e.g. the convict causeway) as a key feature of the terminal.
- provide barge queuing zone with capacity to cater for up to three barge vessels.
- introduce retail and commercial uses.
- provide relevant and appropriate car parking for resident and visitor requirements.

#### Rationale and benefits

The potential upgrade of the Junner Street Ferry Terminal provides an opportunity to:

- create a sense of arrival that is uniquely Dunwich (Goompi) and North Stradbroke Island (Minjerribah).
- address real and perceived safety issues associated with conflicts between user groups (pedestrians, cyclists, light and heavy vehicles).
- improve access and movement including manoeuvring, queuing, parking and pick up and drop-off arrangements.
- create a cultural experience from the point of arrival.
- improve wayfinding so that navigation to places of interest is easy for residents and visitors.
- provide opportunities for small-scale retail and commercial uses such as a cafe, fish and chip shop, ice creamery and/or waterfront restaurant.
- improve protection of reef environment at the south western tip of the existing Sibelco site.



**Legend**

- ① New passenger ferry pontoon.
- ② Infrastructure improvements to support additional passenger ferry capacity.
- ③ Area for investigation of potential future breakwater.
- ④ Arrival plaza configured as a pedestrian-priority shared zone that includes wayfinding devices, art installations and high-quality landscaping.
- ⑤ Bus layovers and pick up and drop off areas with shade structures located in the arrival plaza.
- ⑥ Pedestrian spine showcasing heritage values and linking the ferry terminal to the recreation foreshore and town centre.
- ⑦ Retail and commercial tenancies that may include food and beverage offerings or equipment hire, as well as an amenities block.
- ⑧ Shelters along the wharf overlooking Moreton Bay as arrival / departure terminal.
- ⑨ Public art opportunity to provide signature gateway to the island.
- ⑩ Widen existing vehicle ferries and barge launch.
- ⑪ Provision of parking to meet visitor and resident needs.
- ⑫ Treated edge with planting, build outs and seating afford views of Adam's Beach and Moreton Bay.
- ⑬ Feature art location and arrival sign to Dunwich (Goompi).
- ⑭ Proposed intersection improvement to meet various users' needs.
- ⑮ Feature tree planing using native species leading to Dunwich (Goompi) town centre.
- ⑯ New pedestrian link to cultural precinct.



Ron Stark Oval

Junner Street

Bayly Street

Moreton Bay

“  
Dunwich (Goompi) needs an amazing entrance that promotes things to do in Dunwich  
”





### Further investigations

The potential upgrade of the Junner Street Ferry Terminal requires further consideration of:

- potential contamination and remediation requirements at the existing Sibelco loading facility site.
- appropriate coastal adaptation responses, including the condition of the existing revetment wall and potential remediation requirements (e.g. installing a geotextile layer behind the revetment walls to prevent further land subsidence).
- the feasibility of developing the ferry terminal as an all-weather facility (e.g. by installing a breakwater) so that it can operate at all times of the year. Key considerations include: location, orientation, size, type and costing.
- the nature and scale of retail and commercial uses that could be accommodated on the site, while maintaining the primacy of the Dunwich (Goompi) town centre.

### Visualisation - Arrival plaza and inter-modal transit hub - Concept only



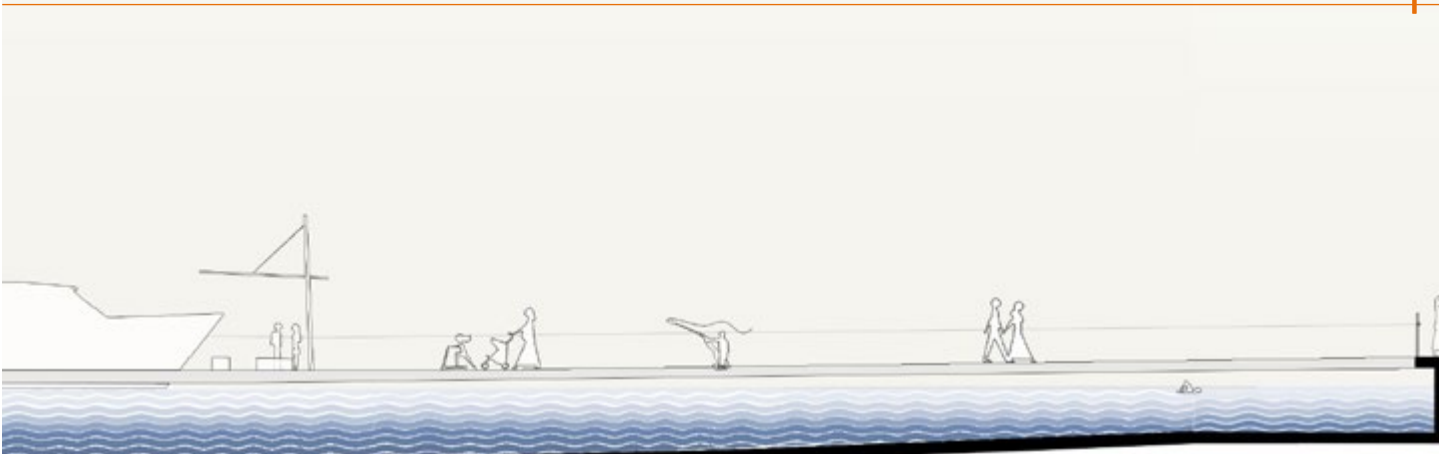






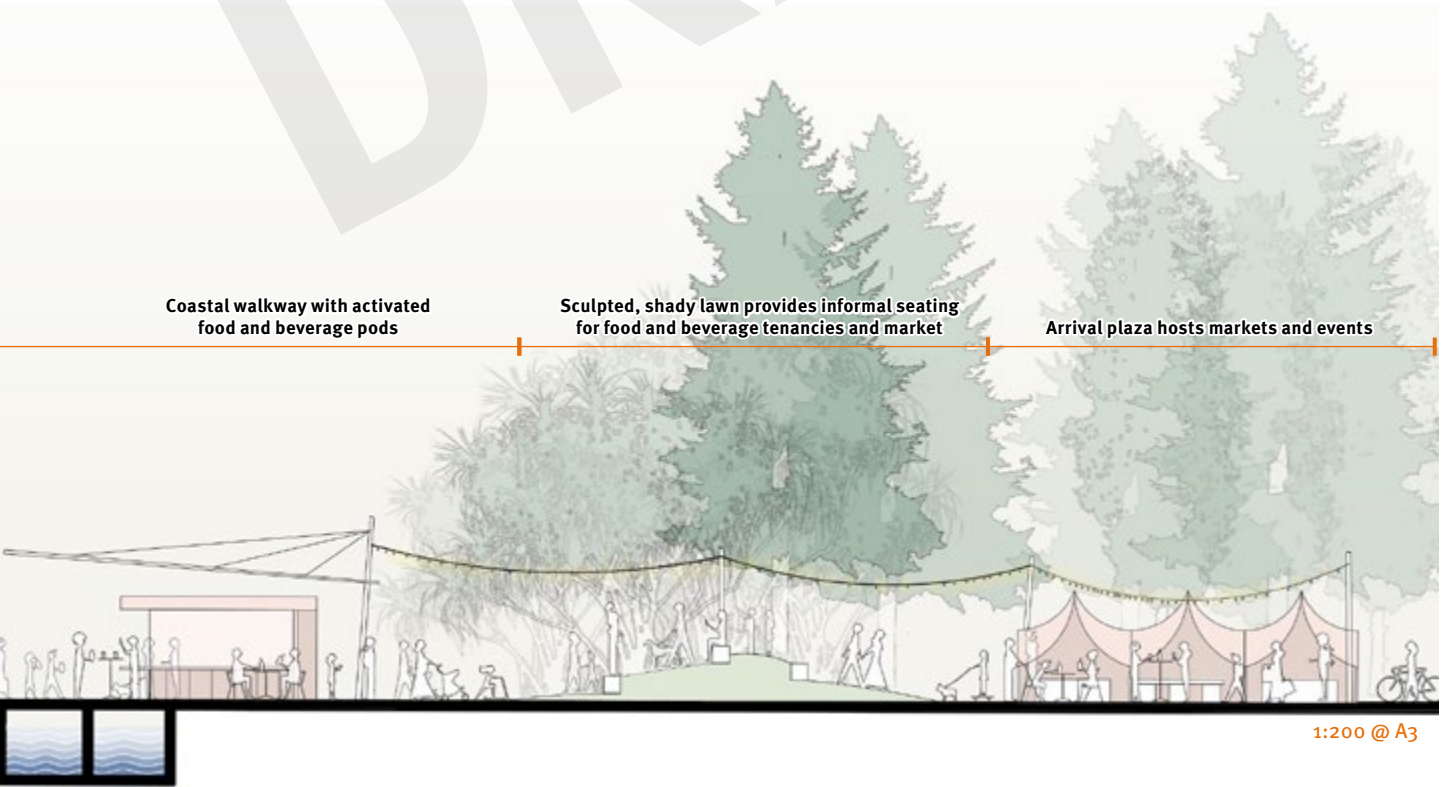
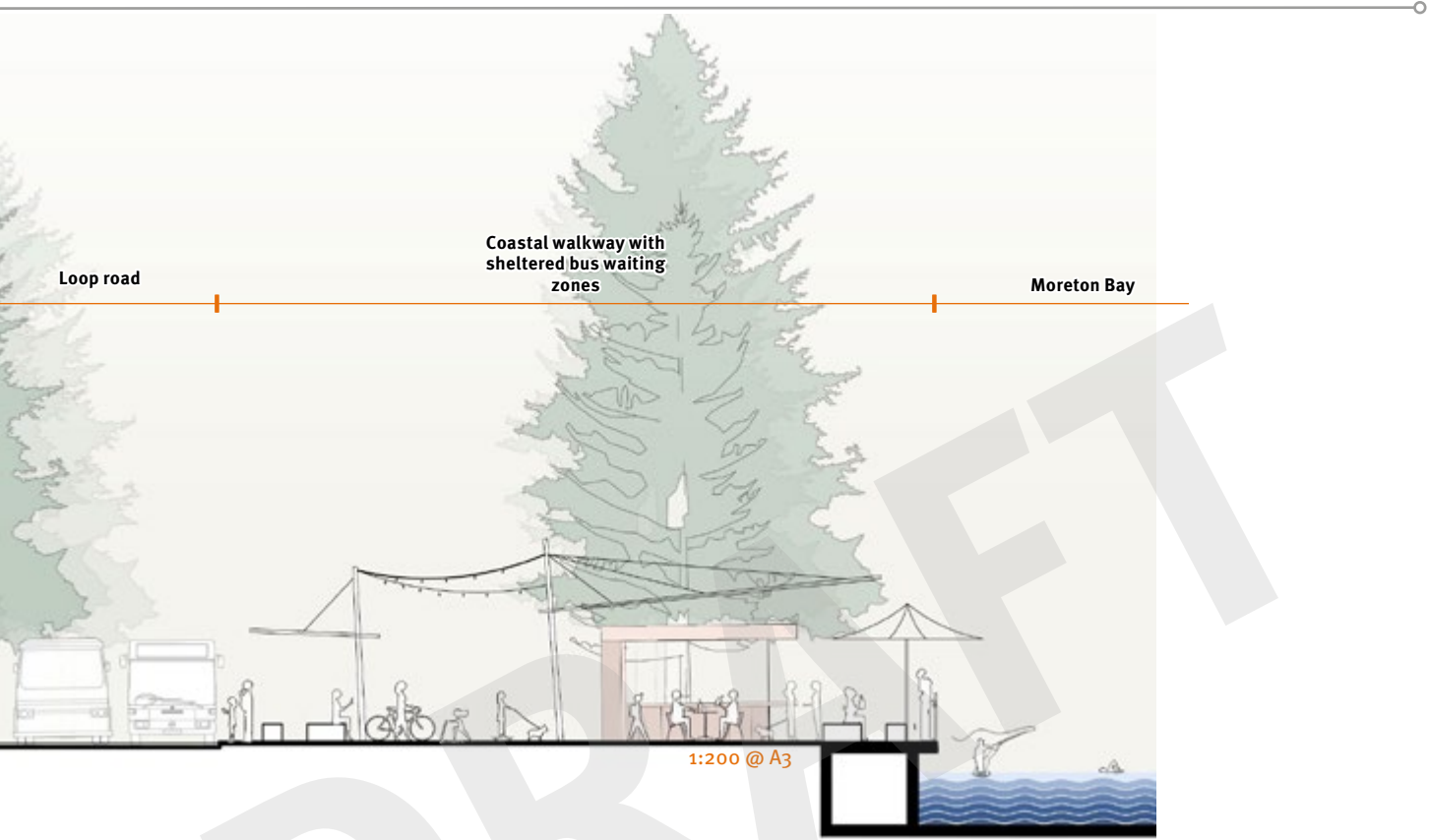
Section A-A | Inter-modal transit hub – concept only

Access to Junner Street Ferry Terminal  
and Moreton Bay



Section B-B | Ferry terminal and arrival plaza – concept only







“

Ferry terminal upgrades could improve pedestrian and vehicle access to the island, improve traffic issues and provide a more welcoming arrival experience.

Community member | Stage 1 feedback

”



**Visualisation – Redeveloped Junner Street Ferry Terminal – Concept only**





# One Mile Ferry Terminal



## Why upgrades to One Mile?

The One Mile terminal is accessed from an all-weather navigable channel sheltered from southerly and westerly winds. It is a passenger ferry access and departure point to and from the island that is well used by residents and visitors.

The landward side of One Mile is currently challenged due to space constraints and conflicts between pedestrians, boat launching activities, bus set down and private vehicle movements. Similar interface issues occur on the seaward side, including those between recreational and marine rescue craft operated by the Volunteer Marine Rescue.

Car parking has been identified as a significant issue in the area having cultural, environmental and operational implications. The appropriation of the foreshore to the north of the terminal is an example where car parking is being used in a culturally and environmentally sensitive location.

The cultural and historical sensitivities of this location are significant, given the site's proximity to the Dunwich Cemetery and to sacred indigenous sites.

### The concept

The plan opposite demonstrates a concept of how the One Mile Ferry Terminal is proposed to be improved in the longer term. Key to the One Mile concept is the facilitation of interim, as well as long-term outcomes. The main elements for consideration include:

#### INTERIM:

- maintaining the current passenger ferry and emergency (marine rescue) operations.
- retaining current recreational boating functions.
- improving bus and passenger facilities (e.g. shelter and bus turnarounds and layovers).
- identifying solutions to address public safety concerns (e.g. improved lighting, formalised pathways and improved public amenities).

- investigating waterside infrastructure needs (e.g. the feasibility of expanding existing facilities such as the boat ramp vs. constructing a new boat ramp and floating finger wharf).
- protecting heritage values while improving pedestrian linkages along the foreshore to the settlement at One Mile and to the town centre.
- removing informal carparking from environmentally and culturally sensitive areas.
- investigating opportunities to reconfigure Yabby Street car parking spaces.
- protecting One Mile's important environmental features.
- considering coastal hazard adaptation responses, including the need for new or upgraded protection structures to reduce risks to an acceptable or tolerable level.

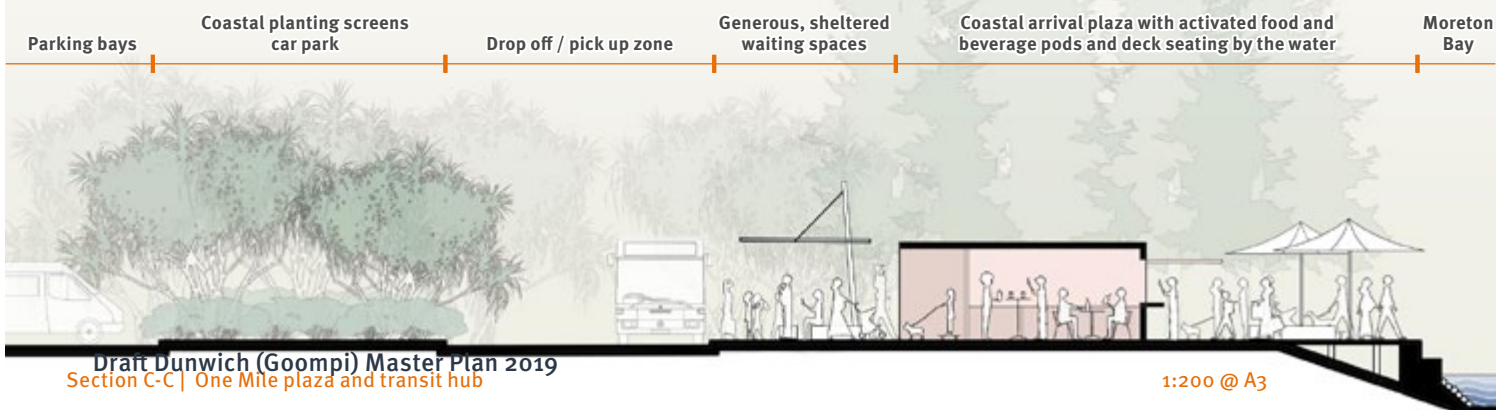
#### LONG-TERM:

- relocation of passenger ferry terminal operations to the consolidated Junner Street Ferry Terminal.
- retention of emergency (marine rescue) operations.
- One Mile Ferry Terminal becomes a hub for marine based recreation activities.

### One Mile Ferry Terminal aspirations

The following represent key aspirations and desired outcomes for the One Mile Ferry Terminal:

- potential redesign of bus and passenger facilities to create a seamless arrival plaza and transport interchange.
- introduce formalised footpath connections linking the terminal to the settlement at One Mile.
- identify waterside infrastructure needs.
- provide vehicle and trailer parking spaces in proximity to the boat ramp.
- removal of informal car parking from the foreshore area.





### Rationale and benefits

- addresses real and perceived safety issues associated with conflicts between user groups (pedestrians, buses, vehicles and trailers).
- improves the overall arrival experience and protects important environmental and cultural values.
- improves access and movement including manoeuvring, parking and drop-off arrangements.
- improves wayfinding so that navigation to places of interest is easy for residents and visitors.

### Further investigations

Potential upgrades to the One Mile Ferry Terminal require further consideration of coastal hazard adaption responses, including the condition of the existing revetment wall and potential remediation requirements.

### LEGEND

- 1 Infrastructure improvements to support the efficiency of loading/unloading recreational and marine rescue vessels (e.g. potential boat ramp upgrade, vehicle turnaround and trailer parking).
- 2 Infrastructure improvements to bus and passenger facilities (e.g. shelter, bus turnarounds and layover).
- 3 Existing terminal infrastructure retained and integrated with new pedestrian arrival plaza that includes wayfinding devices, public art and high quality landscaping.
- 4 Investigating opportunities to reconfigure Yabby Street car parking spaces and provide vehicle and trailer parking spaces in proximity to the boat ramp.
- 5 Introduce a formalised footpath connection linking the terminal to the settlement at One Mile.
- 6 Provide landscaping and an entry statement for the One Mile Ferry Terminal.
- 7 Retain important environmental values in the One Mile area including koala habitat trees and fruit bat roosting sites.



One Mile Ferry Terminal – Concept Only

0 20 40 60 80 100 1:1000 @ A4





Visualisation of One Mile Ferry Terminal – concept only







## 02. Land Use and Economic Revitalisation



### Why land use and economic revitalisation?

**The intent of this catalyst project is to define the future of key opportunity sites throughout Dunwich (Goompi) to support economic revitalisation of the township and a sustainable economic future following the cessation of sand mining on North Stradbroke Island (Minjerribah).**

The seven key opportunity sites are:

- Key opportunity site 1 – Existing Sibelco administration site.
- Key opportunity site 2 – Mitchell Park.
- Key opportunity site 3 – Existing Sibelco stores site.
- Key opportunity site 4 – Town centre.
- Key opportunity site 5 – Existing Riverside Sands loading site.
- Future investigation area – Industrial expansion.
- Future investigation area – Residential area.

The location of each site is shown on the map opposite. Additional future investigation sites for potential future urban uses are also identified.

### Catalyst Sites

**Key opportunity sites central to achieving the master plan vision are described below. This includes a description of the intent for the site, summary of the rationale and benefits the redevelopment will deliver, and further investigations required to be carried out for each.**

#### **Key opportunity site 1 – Existing Sibelco administration site**

**Intent:** Tourist information centre and camping permit office, long-term ranger base and complementary commercial uses.

**Rationale and benefits:** Due to its visual prominence and relative location to the Junner Street Ferry Terminal and the town centre, this site presents an excellent opportunity for provision of a consolidated tourist information centre and an activated expansion of the town centre along Ballow Road.

The site could provide a key connection from the ferry terminal into the town centre and, in the opposite direction, towards the proposed cultural precinct, anchored by QUAMPI. The front of the site along Ballow Road could include commercial opportunities, community meeting rooms and business support functions that can be supported by on-street parking and the proposed longer stay car park on Ballow Road. The site can also accommodate a long-term ranger base with tourism and conservation-related administration functions.

**Further investigations:** Consideration of local heritage values and further assessment of the nature and scale of commercial uses that could be accommodated along the front of the site.

**Link to implementation actions:** TBA

#### **Key opportunity site 2 – Mitchell Park**

**Intent:** Preferred site for future mixed use. Site can support a mix of housing product (including affordable housing products and housing for the elderly), short-term accommodation and other complimentary uses.

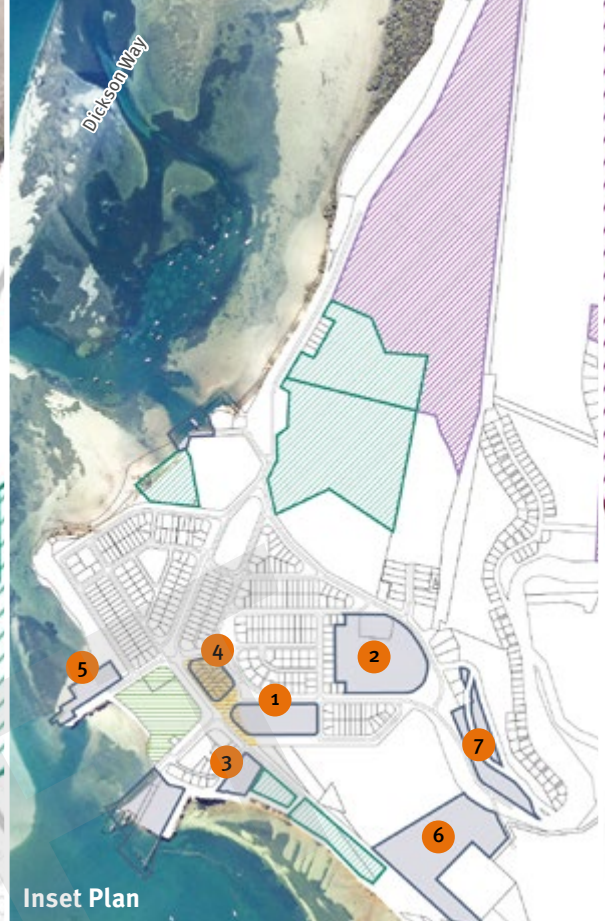
**Rationale and benefits:** This site is potentially well suited for redevelopment to an urban purpose given its size, topography, location within an existing residential area, proximity to existing supporting infrastructure, services and local businesses within the town centre, and comparatively limited environmental value.

**Further investigations:** Requires further understanding of remediation requirements for contamination and removal from the Environmental Management Register, potential infrastructure servicing requirements, and agreed bushfire mitigation actions.

**Link to implementation actions:** TBA

**Legend**

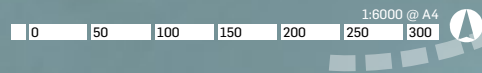
-  Key opportunity sites (1 to 7)
-  ETS sites
-  Future investigation sites
-  Town centre expansion
-  Existing Sibelco administration site - QYAC ranger base and tourist information centre
-  Mitchell Park - Mixed use
-  Existing Sibelco stores site - uses complimentary to planned QUAMPI
-  Town centre - Mix of commercial, community and residential uses
-  Existing Riverside Sands loading site - Marine ranger base and marine-based recreational activities
-  Industrial expansion area
-  Residential area and investigation
-  Recreational foreshore upgrade
-  Consolidated tourist information



Polka Point



**Land use and economic revitalisation**





### Key opportunity site 3 – Existing Sibelco stores site

**Intent:** Uses that support the planned Quandamooka Art Museum and Performance Institute (QUAMPI) on the adjoining site and which are consistent with the intent for the cultural precinct. Uses may include waterfront food and beverage offerings, cultural performance and educational spaces (including a weapon throwing range), offices, short-term accommodation, a departure point for tour operators, ancillary shops and Indigenous garden.

**Rationale and benefits:** This site is ideally positioned to form part of the cultural precinct, given its position next to the planned QUAMPI and to Adam's Beach and its proximity to the town centre and ferry terminal.

**Further investigations:** Requires further consideration of the site's contamination and remediation requirements and any works required to ensure adequate protection from coastal hazards.

**Link to implementation actions:** TBA

### Key opportunity site 4 – Town centre

**Intent:** Mix of commercial, community and residential (e.g. shop-top housing) uses consistent with the town centre function.

**Rationale and benefits:** Revitalisation of the town centre is promoted through streetscape improvements, placemaking initiatives and improved connections to transport and other economic drivers (e.g. QUAMPI, waterfront and marine industry). In particular, the expansion of the existing town centre to Key opportunity site 1 – Existing Sibelco administration site (tourist information and supporting commercial opportunities) and Key opportunity site 3 – Existing Sibelco stores site (cultural precinct) will encourage additional visitation and usage to activate this area.

**Link to implementation actions:** TBA



Ron Stark Oval



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### **Key opportunity site 5 – Existing Riverside Sands loading site**

**Intent:** Marine ranger base and marine-based recreational activities.

**Rationale and benefits:** The site's direct access to the water offers an opportunity to support marine and waterfront industry while still supporting other marine-based recreation activities.

**Further investigations:** Requires further understanding of the site's potential contamination and remediation requirements, including structural integrity of existing infrastructure and any works required to ensure adequate protection from coastal hazards.

**Link to implementation actions:** TBA

### **Key opportunity site 6 – Industrial expansion area**

**Intent:** Area for future industrial land uses.

**Rationale and benefits:** The proximity to the sewerage treatment plant renders the site unsuitable for future sensitive uses, such as residential uses. However, the area has the potential to effectively cater for service industry and other complimentary industrial uses for future growth industries on the island. The site has fewer environmental values comparative to areas within Dunwich (Goompi) currently zoned for industrial uses.

**Further investigations:** Requires further consideration of the site's environmental constraints and agreed bushfire mitigation actions.

**Link to implementation actions:** TBA

### **Key opportunity site 7 – Residential investigation area**

**Intent:** Area for additional low-density housing.

**Rationale and benefits:** These sites connect the current low-lying residential areas of Dunwich (Goompi) to residential areas along the ridgeline (Rainbow Crescent). There is potential to facilitate additional low-density housing stock within this area, although further investigations are required before residential uses can be supported.

**Further investigations:** Requires further consideration of the site's environmental constraints and works to ensure bushfire risk is reduced.

**Link to implementation actions:** TBA

### **Future investigation area – Potential future urban uses**

The master plan has also nominated a future investigation area that may be capable of supporting future urban uses. Some of these areas have more significant constraints that will require further consideration.

# 03. Township Wayfinding and Navigation



## Why wayfinding and navigation?

**There is a great opportunity to improve wayfinding at Dunwich (Goompi) to enhance visitor and local community experience, operational efficiencies and commerciality. Moreover, wayfinding has the unique ability to stitch together a place in the understanding of its user, whilst enhancing the built and natural assets and providing visitors the chance to experience and connect. Building a unique wayfinding approach that is inspired by and showcases local artists and cultural themes will further contribute to defining place.**

In addition to fixed and deliberate wayfinding tools, the integration of public art at key locations contributes to intuitive wayfinding. In this way, we encounter the town as a series of related cultural experiences that help us intuitively navigate. We're prompted to explore the streets and the foreshore, venture off the path, find the artworks, laneways, connective places and natural environments that make Dunwich (Goompi) unique.

Wayfinding information and signage will support the Quandamooka Yoolooburrabee Aboriginal Corporation Land & Sea Signage Strategy whilst complementing and supporting artists, environmental and architectural cues.

Wayfinding and navigation will be achieved through a system which combines spatial understanding with functional applications:

- navigational and orientation cues are provided by an information system of destinations, directions and information arranged to consider hierarchy of content.
- information is anchored at a user's key decision or confirmation points to provide structure to the route.
- this allows users to grasp the journey in a logical and sequential manner.
- the sign forms that deliver wayfinding information will be fit for purpose and adaptable.

In the case of first experiences at Dunwich (Goompi), it starts at the ferry terminals, which are heavily driven by fundamental operational and traffic requirements. Whilst these operational requirements are imperative, they do not need to compromise legibility and experience. A considered balance can be achieved through the design of pedestrian-friendly areas that enable visitor to pause and connect, orientate and make decisions about where they need to go. This not only enables a positive experience early but provides comfort to the visitor that they will be navigationally supported and their safety is paramount.

Wayfinding encompasses the ways in which people orient themselves in physical space and navigate from place to place. At Dunwich (Goompi) wayfinding will be driven by:

- an integrated hierarchy of wayfinding and signage typologies developed for Dunwich (Goompi). The wayfinding system is to align with the values and strategies of the master plan, Quandamooka Yoolooburrabee Aboriginal Corporation Land & Sea Signage Strategy and Redland City Council.
- three categories of signage will inform the strategic and design approach:
  - » functional/council.
  - » brand.
  - » placemaking.
- the implementation of highly visible landmarks, e.g. public art, to activate space, aid in the arrival experience and increase awareness of key destinations within Dunwich. Landmarks working in conjunction with clear directional information can enhance accessibility and safety whilst alleviating congestion and confusion.
- signage and wayfinding utilising form, language and materiality that is harmonious with the natural and urban character of the city.
- any wayfinding technology applications are to focus on enhancing the quality of an experience afforded by the physical environment.

---

# Wayfinding principles

## Spatial and cognitive principles

### Legible spaces

Environmental, architectural and directional information need to combine to make navigating easy and obvious.

### Mental mapping

Emphasise the features of the environment to help people build a mental map of their journey. Well considered and simple wayfinding information is more effective when:

- supported by obvious landmarks.
- the route follows a clearly defined path.
- information is provided at key decision points for changes in route.

### Chunking and working memory

Break information into bite-size pieces and group it together to make it easier to remember.

### Progressive disclosure

Do not present all information or options at once as this increases cognitive load.

## Perception and usability principles

### Empty space

Negative space is essential to legibility. Content should not be more than 40 per cent of the sign.

### Visual perception

Interplay visual elements so that they form a cohesive and easy-to-understand visual 'story'. Visual perception incorporates principles of proximity, similarity, continuation, and emphasis on the 'figure' over the background to provide important information in clear and visually attractive design.

### Universal design

- Accessibility and tactile signage.
- Pictograms.
- Minimum letter heights.
- Adequate illumination.
- Minimum luminance contrast.

## Accessibility

Compliance with current Australian legislation applicable to equitable access to, and usability of, wayfinding signage is essential for the success of all wayfinding projects.

### Sign Positioning and viewing zones

Position key messaging and sign content in users' line of sight and design interactive content to be in easy reach of all users.

## Graphic principles

### Typography

Font selection and typographic principles define many aspects of wayfinding communication and have large influences on legibility.

### Legibility

Letter heights are above the Australian Standards recommended minimum size for the estimated viewing distance of a sign.

### Pictograms

The use of pictograms provide people all over the world with coherent graphic symbols that overcome language barriers and are quickly recognisable.

### Arrows

Arrange left or right of a message according to the direction of travel.

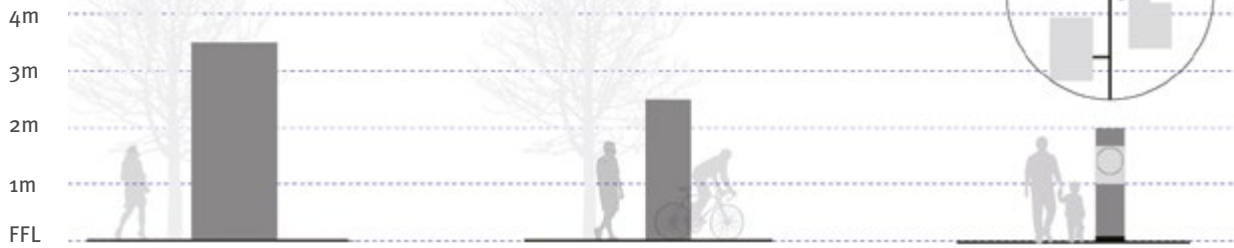
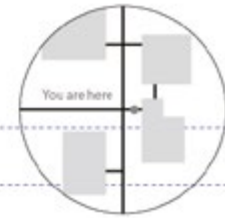
### Colour

Minimum luminance contrast of 30 per cent between graphic content and the sign face colour.



## Suite of signage

Signage options can be integrated where they serve multiple purposes.



### 1 Site identification

Identifies the major site entry points for vehicles and pedestrians, featuring branding. Entry marker may take different forms according to location and surrounding environment.

### 2 Destination identification

Identifies the major destinations for vehicles and pedestrians, featuring branding. Destination markers may have variable applications according to location and surrounding environment.

### 3 Site directory

'You are here' map can provide orientation to whole site, or a particular zone of the site. Identifies major destinations, amenities and circulation pathways.



### 4 Car park identification

Indicates entry points into car parks for vehicles. Freestanding totem positioned at vehicle entry points.

### 5 External directional

Located at external decision points this sign provides directional information to nearby destinations, amenities, and connections to public transport.

### 6 Fingerblade directional

Located at external decision points, the fingerblade sign is ideal for communicating a large number of destinations and multiple directions. Also the preferred option when limited floor space available for footings.

### 7 Cycle route information

Located along dedicated cycle paths this sign type provides information about the bike path including the route, access points and destinations along the way.



### 8 Heritage identification

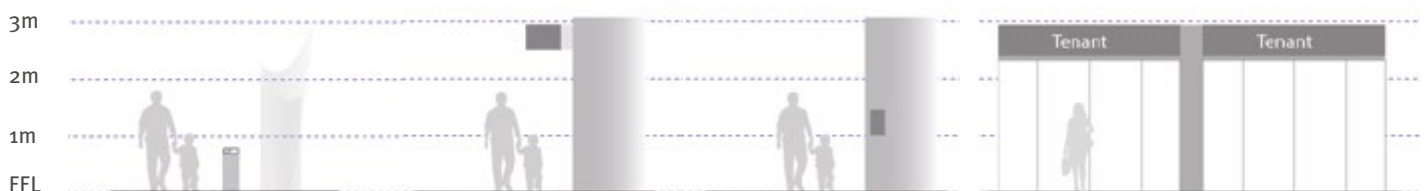
Located at street level to identify building/destination name. Locations should be nominated to address approach sight lines.

### 9 Walking trail information

Located along walking trails, this sign type provides information including the route, destinations along the way and measure of distance.

### 10 Interpretive information

Located along walking trails this sign type provides information about the cultural and natural history of the precinct.



### 11 Artwork identification

Identifies artwork. Potential to be integrated with landscaping and existing surfaces.

### 12 Amenity identification

Located at, or nearby amenities. Cantilevered application and amenities can also be identified through the use of graphic or architectural forms and treatments.

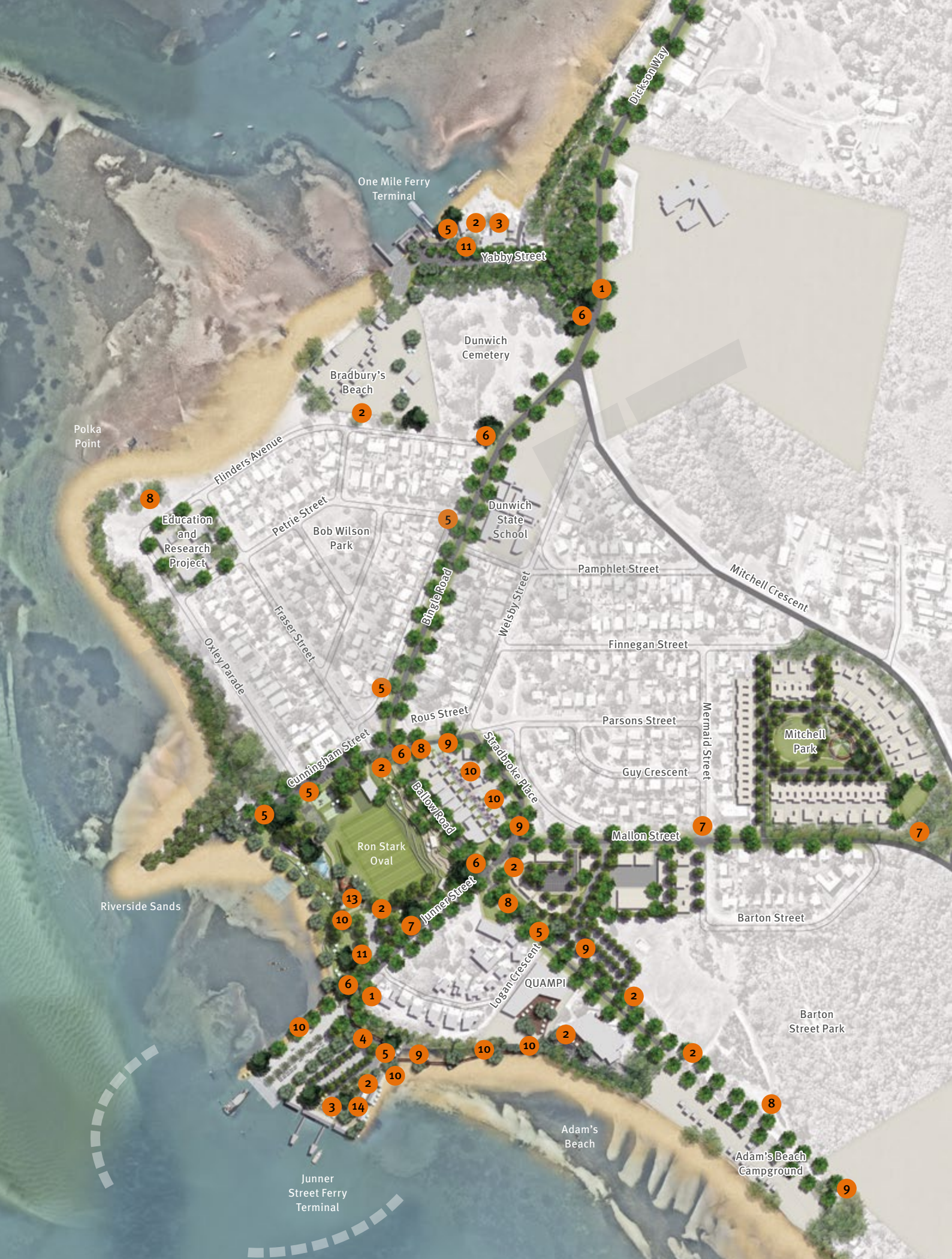
### 13 Amenity identification

Located at, or nearby amenities. Wall mounted application, amenities can also be identified through the use of graphic or architectural forms and treatments.

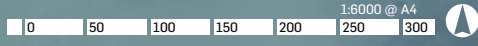
### 14 Retail tenancy

Common sign carrier incorporating branding for retail tenancies.





High Level Wayfinding Signage Approach – Concept Only



1:6000 @ A4





# 04. Foreshore Strategy and Upgrades



## Why foreshore strategy and upgrades?

The shoreline and foreshore areas of Dunwich (Goompi) are a key defining feature. This catalyst project focuses on approaches to define the appropriate action and role for each of the foreshore typologies.

The foreshore area plays a unique role in the township. Centrally located, clearly visible and immediately adjacent to the Junner Street Ferry Terminal and gateway to the island, the recreational foreshore offers significant opportunity to create a community and recreation hub and destination for both local residents and visitors.

The township includes three types of foreshore environments which collectively create a diversity of edges that are a unique defining feature of the place.

### Typology 1 – Cultural foreshore

This is the extent of shoreline from Bradbury’s Beach through to the Riverside Sands loading site. This area is of high environmental quality and, importantly, is sacred to the Quandamooka community. Therefore the approach to this foreshore environment is to enable it to remain pristine and untouched.

### Typology 2 – Recreational foreshore

This foreshore is defined as the area between the Riverside Sands loading site and the Junner Street Ferry Terminal.

### Typology 3 – Environmental foreshore

This part of the foreshore is of high environmental quality. Use is reserved for low-impact activities and uses with an educational and conservation focus.

### Recreational foreshore upgrade

In the context of the full extent of the township’s foreshore, the recreational foreshore is the key area for upgrades. The concept for this catalyst project (as depicted in the concept illustrated in the following pages) includes a range of landscape improvements and introduction of new amenity as follows:

- formalisation of car parking off Junner Street.
- upgrades and expansion of play park.
- potential upgrades to facilities e.g. amenities block and barbeque shelters.
- upgrades to the current beach swimming enclosure.
- introduction of a compliant walkway connecting Junner Street, the play park and Ron Stark Oval.
- a landscaped amphitheatre and walkway providing improved connectivity to the Ballow Road main street, as well as discrete commercial tenancies.
- feature tree planting using native species to the perimeter of the foreshore forming a clearly defined crescent and place marker.



Visualisation – Upgrades and expansion of play park – concept only





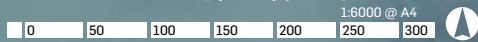
“  
Need to protect  
environmental  
foreshore areas.  
”

**TYPOLGY 1 –  
CULTURAL  
FORESHORE**

**TYPOLGY 2 –  
RECREATIONAL  
FORESHORE**

**TYPOLGY 3 –  
ENVIRONMENTAL  
FORESHORE**

**Foreshore Strategy – Typologies**



Polka Point

One Mile Ferry Terminal

Yabby Street

Dunwich Cemetery

Bradbury's Beach

Flinders Avenue

Petrie Street

Bob Wilson Park

Bingle Road

Welsby Street

Pamphlet Street

Mitchell Crescent

Oxley Parade

Fraser Street

Finnegan Street

Parsons Street

Mermaid Street

Mitchell Park

Rous Street

Stradbroke Place

Mallon Street

Guy Crescent

Barton Street

Barton Street Park

Riverside Sands

Ron Stark Oval

Junner Street

Logan Crescent

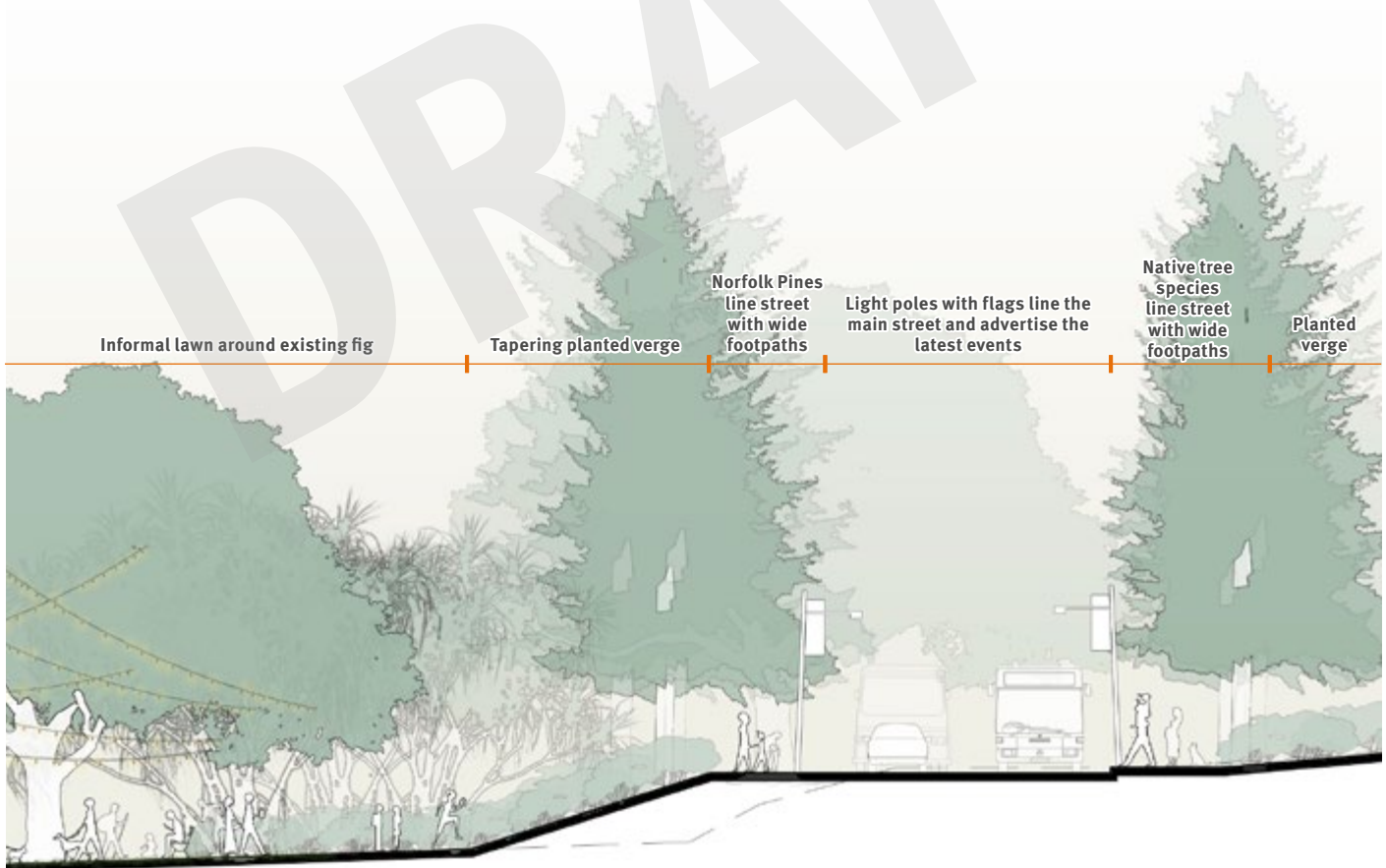
Junner Street Ferry Terminal

Adam's Beach



### Legend

- 1 Jack Lane art walk with connections through to Ballow Road.
- 2 Upgrade and expand play park to activate foreshore and provide a link to the existing and upgraded swimming enclosure.
- 3 Walkway linking to Oxley Parade and short-term accommodation.
- 4 Formalised car park to service the northern part of the recreational foreshore.
- 5 Deliver upgrades to playground integrated into pandanus grove to provide option of foreshore activities.
- 6 Foreshore plaza with opportunities for cafe, bike and kayak hire.
- 7 Terracing overlooking foreshore walk towards Moreton Bay.
- 8 Walkway towards Dunwich town centre and landscaped amphitheatre.
- 9 Formalise existing car park and re-purpose existing building.
- 10 Feature tree planting using native tree species alongside upgraded Junner Street streetscape leading towards the town centre.
- 11 Retain and enhance existing fig tree to bookend the town centre main street (Ballow Road).
- 12 Convert existing batter into a landscaped amphitheatre to enhance spectating opportunities and provide options for low key retail, markets, cafes and pop ups as part of activation strategy.
- 13 Anchor northern end of the town centre main street with grove of Pandanus Trees.
- 14 Streetscape upgrades to Ballow Road and conversion into a shared zone with on-street parking and flush kerbs to create a spill-out/connection towards the the landscaped amphitheatre.



Section U-U | Junner Street sloping down to Kon Stark Oval – concept only





Cunningham Street

Club house

Courts

Ron Stark Oval

Ballou Road

Swim Enclosure

Moreton Bay

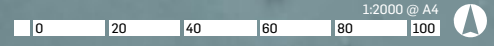
Bayly Street

Junner Street

Junner Street Terminal

The Recreational Foreshore – Concept Only

1:2000 @ A4



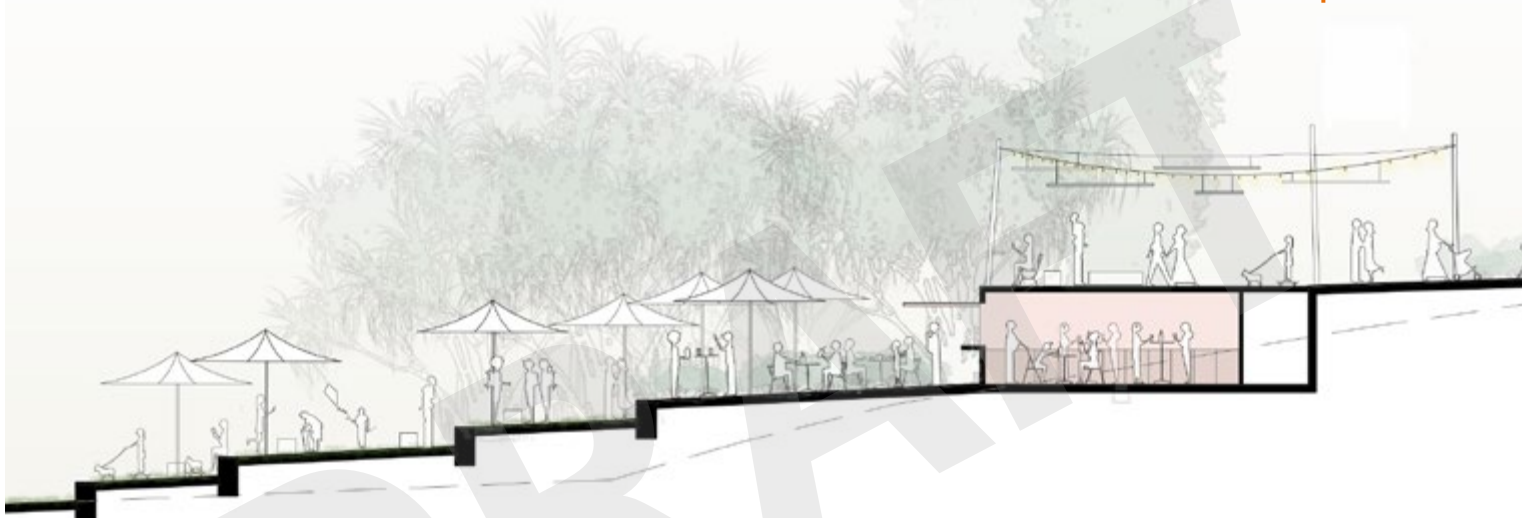


Terraced lawns overlooking the oval act as a soft level transition and an excellent viewing point

Level difference accommodates modular f+b pods and informal seating

Multipurpose deck overlooking the bay with bespoke hanging shade elements

Container size pods can have a wide variety of uses. Pictured: f+b outlet

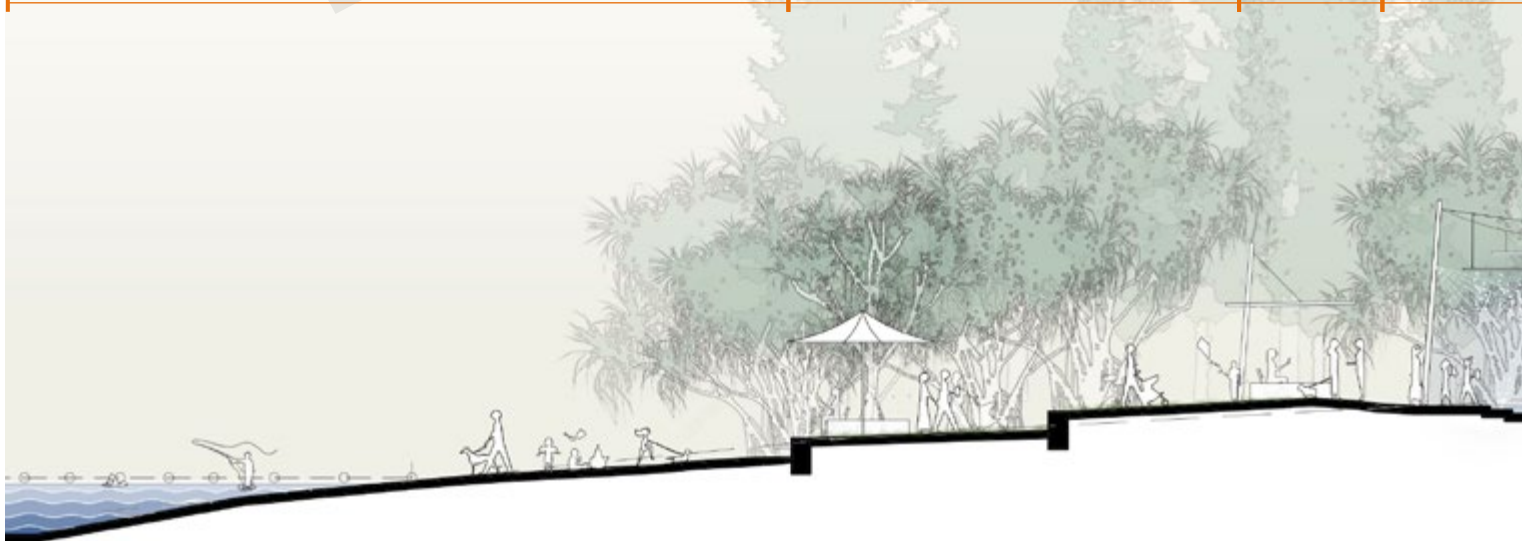


Section E-E | Ballow Road shared zone with landscaped amphitheatre over Ron Stark Oval – concept only

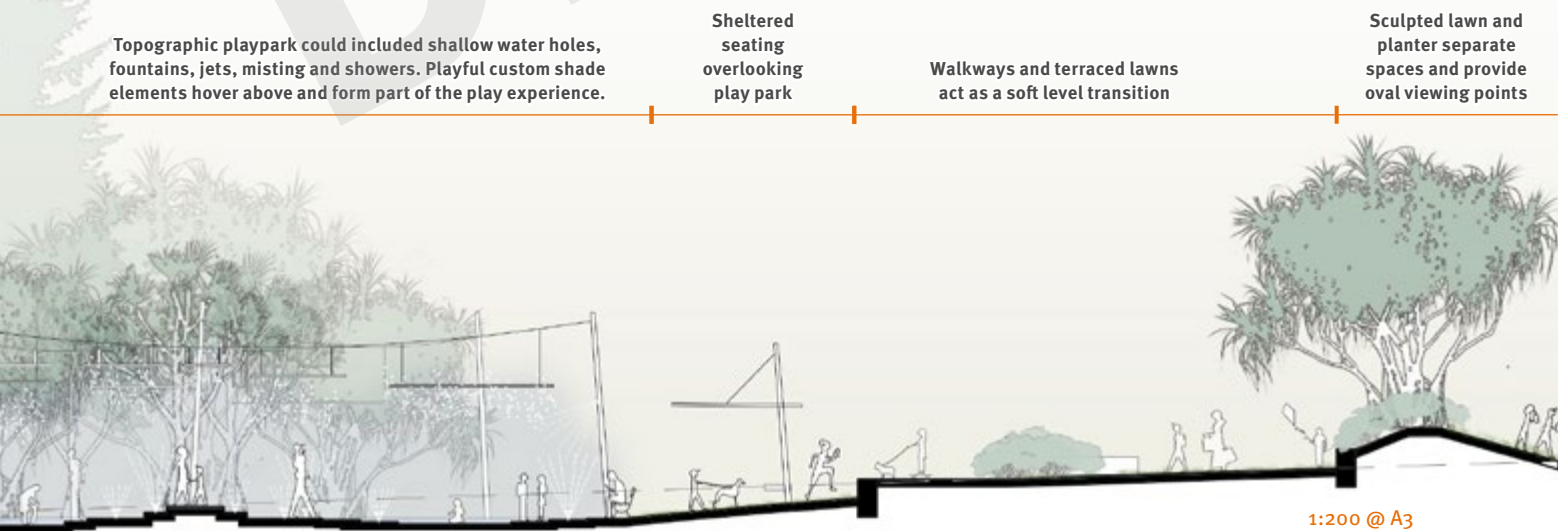
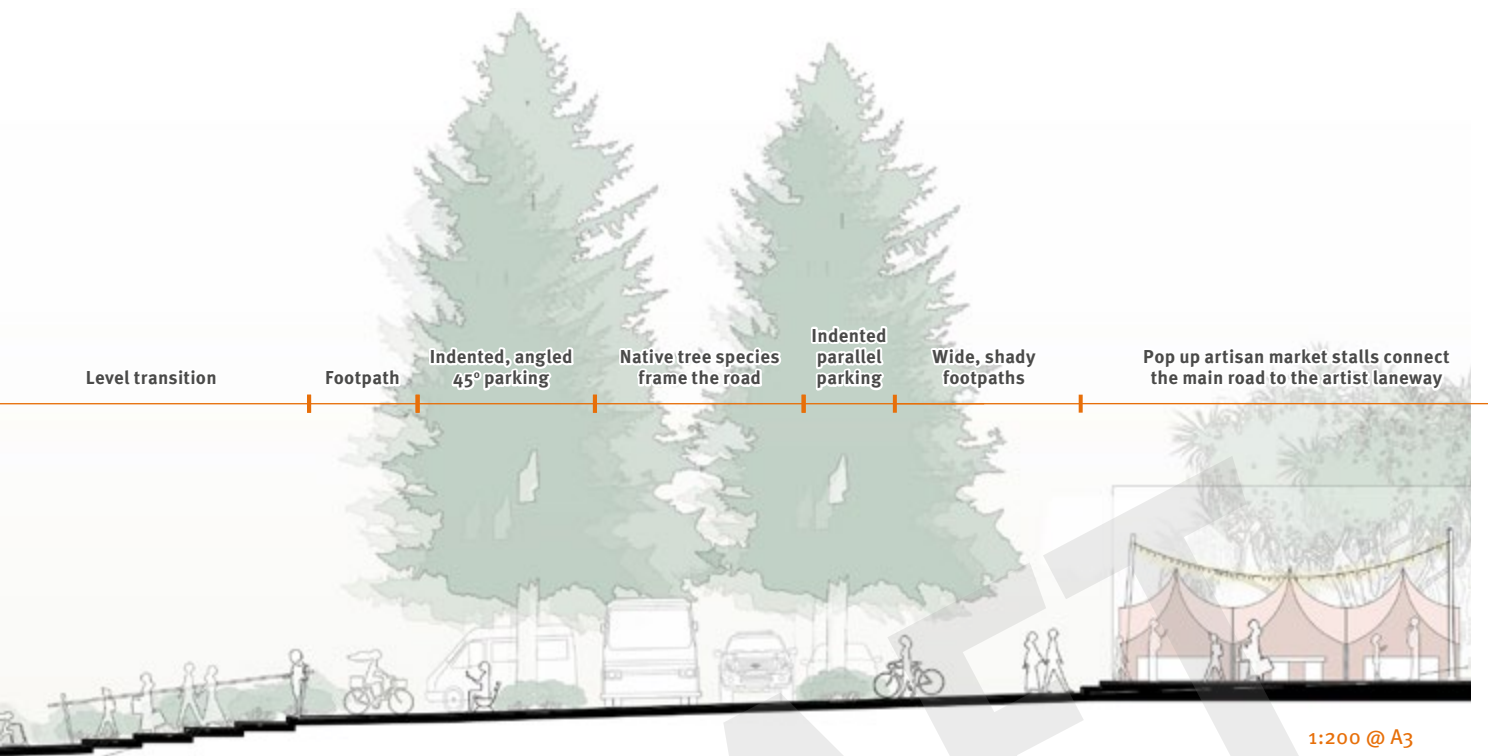
Swim enclosure and beach zone

Landscaped amphitheatre overlooking the bay provide opportunity for seating nooks and barbeque spaces

Sheltered seating overlooking play park



Section F-F | Recreational foreshore – concept only







Visualisation of the recreational foreshore – concept only







# 05. Day Trip Experience



## Why a day trip experience?

This catalyst project is driven by a need to offer a point of difference experience for Dunwich (Goompi). Specifically, the ambition is to deliver a network of experiences within a defined precinct that collectively will attract new types of tourists to the township. In this way the cultural, heritage, natural and ecological qualities of the place are leveraged in a focused way to stimulate visitation and drive economic and community benefits.

Currently the Dunwich (Goompi) township is experienced largely in transit. In other words, visitors to the island pass through the township to travel to other parts of the island. Attracting and retaining current and new visitors by offering a day trip experience that is utterly unique and of its place will be central to creating social and economic benefits for the township as a whole.

The overarching idea behind this catalyst project is to create a clear, easily navigable, high quality network of interconnected experiences and destinations that can be enjoyed in a day by a broad range of user groups.

The following identifies a sample of target user groups and the type of day trip offering and attractions required to meet their needs. This is further supported by the example day trip experiences identified on the right:

- **Cultural visitors**  
This group wants a deep connection to place, story, ecology and culture.
- **International travellers**  
This group is seeking a quintessentially South East Queensland and island / bay experience. This can express itself through place, people and culture. They often want mementos of their experience, including cultural artefacts, books, artworks or media that can be locally made and produced.
- **Families**  
Families want ready access to opportunities for active learning and engagement, as well as retail, hospitality and recreation.
- **Student/school groups**  
This group seeks learning and educational experiences, which can be delivered by leveraging the existing heritage, environmental and cultural infrastructure of the township.
- **Recreational visitors**  
This group includes visitors such as cyclists, bushwalkers, fishers, birdwatchers and nature or recreation enthusiasts. Enabling visitors to enjoy aspects of the wildlife and the natural and ecological sanctuary and offering a range of activities and opportunities to enable these pursuits will stimulate other spin-off benefits for the community.
- **Maritime visitors**  
Moreton Bay is hugely popular with boaties. Currently most maritime visitors come to the township at One Mile and enjoy a meal and spend time at Little Ship Club before grabbing some provisions and heading back to their boats. There exists an opportunity to expand the appeal to boaties and offer more destinations for dining and cultural experiences broadly across the township.
- **Resident visitors**  
Creating destinations that not only appeal to visitors but are also a source of pride and relevant to locals will stimulate residents to repeated visit and use of the destination infrastructure and amenities provided.
- **In-transit visitors**  
This group represents potentially the largest opportunity as the number of visitors who commute through the township is already high. Capturing this group's attention and encouraging them to stop and stay a while, visit an attraction, retailer or food and beverage outlet is the objective.

## Example day trip experiences

The following is a series of persona that reflect the target audience and user groups and what a day in Dunwich (Goompi) might entail.

	MORNING					EVENING
 <p><b>Cultural visitors</b></p>	Walk to QUAMPI along new pedestrian link to cultural precinct	Participate in cultural ceremony and visit the QUAMPI Gallery	Visit Indigenous garden	Lunch at local restaurant showcasing locally grown produce and traditional cuisine	Amble through Jack Lane art walk and visit NSI Historic Museum	Grab a drink overlooking the foreshore before departing
 <p><b>International Travellers</b></p>	Grab an electric scooter and visit the Tourist Information Centre	Visit the town centre galleries and Jack Lane art walk	Have lunch at the local brewery	Scoot to the cultural precinct and QUAMPI	Lounge on Adam's Beach before strolling along new pedestrian link to the Ferry Terminal	
 <p><b>Families</b></p>	Visit cultural precinct and QUAMPI	Participate in Indigenous art class or activity and purchase a souvenir	Walk to town centre for lunch	Visit local markets on Ballow Road or recreational foreshore	Spend afternoon at the upgraded play park and the swimming enclosure	
 <p><b>Students / School Groups</b></p>	Take in the convict causeway at the terminal and walk to the cultural precinct and QUAMPI	Learn about traditional customs and participate in lesson on ecology and wildlife	Walk to town centre and visit the Dunwich Public Hall	Lunch at local cafe in town centre overlooking the foreshore	Visit artist studio on the Jack Lane art walk and the NSI Historic Museum before walking back to the terminal via new landscape terrace connection	
 <p><b>Recreational Visitor i.e.: Cyclist</b></p>	Arrive at terminal and prepare for the ride	Cycle to Point Lookout (Mooloomba) and back to Dunwich (Goompi)	Lock bike up and enjoy swim at the recreational foreshore	Grab a healthy bite eat at the terminal		
 <p><b>Maritime Visitor</b></p>	Arrive via their own vessel and moor at Adam's Beach	Walk to QUAMPI and cultural precinct and participate in cultural ceremony and visit art exhibits	Head to the town centre to restock provisions	Dinner at local restaurant showcasing locally grown produce and traditional cuisine		
 <p><b>Resident Visitors</b></p>	Travel to cultural precinct and enjoy activities at QUAMPI	Take stroll on Adam's Beach	Grab a quiet bite at the town centre and pick up supplies for BBQ	Afternoon of play at the recreational foreshore	Enjoy sunset and early evening BBQ at the recreational foreshore	
 <p><b>In-transit visitors</b></p>	Arrive at terminal, park to take an instagram photo with the feature art	Stop off in the town centre to grab some provisions	Visit Jack Lane art walk			



The day trip 'loop' is easily navigable, comfortably walkable, well-lit and punctuated by a range of integrated experiences and elements that celebrate the place story of Dunwich (Goompi).

As part of the integrated placemaking strategy and day trip experience, art plays a pivotal role. As well as artworks themselves, the experience is conceived to include open studios, micro-galleries and an outdoor art walk on Jack Lane. Working from the anchoring point of QUAMPI, cultural interventions are drawn out through the landscape, creating an extended outdoor cultural experience of place. These do not need to be large artworks. They can be subtle and discrete, and include the integration of artist-led design into street furniture, shade structures, ground planes and built form.




When we refer to art in the township, it is not the intention to turn Dunwich (Goompi) into a giant art gallery. Rather the approach is one of careful curation in which art practice is used as a means of expressing local ecology and culture, informing wayfinding and branding, employing local people and providing a basis for sustainable economic activity.

The list below and the accompanying plan identifies the suite of activities that will cement the day trip experience.









#### Cultural experiences

-  Art including galleries, studios and public art around the township
-  Cultural performances
-  Art classes
-  Traditional activities, including spear throwing
-  Indigenous garden, cultivation and cooking classes
-  Music festivals
-  Outdoor cinemas
-  Learning and educational activities
-  North Stradbroke Island Heritage Museum and walking trail







#### Environmental experiences

-  Ecological / nature experience
-  Sightseeing including sunsets
-  Photo and social media opportunities



#### Recreational experiences

-  Kayak hire
-  Ocean swimming both at the beach and within swimming enclosure
-  Play including upgraded play park
-  Fishing opportunities and rod hire
-  Formal sporting events on Ron Stark Oval
-  Cycling trails within the township and broader island
-  Walking trails including hiking and art, heritage and cultural trails
-  Scooter hire

#### Food and beverage / retail experiences

-  Local food markets
-  Picnicking
-  Brewery
-  Dining including restaurant showcasing traditional cuisine
-  Cafe
-  Shopping and souvenirs

**Legend**

-  Day trip loop
-  Day trip points of interest

**Foreshore activities**

- Play park
- Public art
- Ocean swimming enclosure
- Sport events
- Festivals
- Community events
- Markets
- Outdoor cinemas
- Picnicking
- Sunset viewing

**Terminal activities**

- Food and beverage including fish and chips
- Kayak hire
- Scooter hire
- Fishing and fishing equipment hire
- Public art and feature art treatments (Instagram moments)
- Picnicking
- Cycle parking and facilities

**Day trip experience – concept only**

0      50      100      150      200





Town centre activities

- Dining
- Cafes
- Micro brewery
- Jack Lane art walk
- Art and cultural heritage trail
- Artist studios
- Art classes
- Foreshore outlook and photographic moment
- North Stradbroke Island Historic Museum

Tourist information activities

- Hiking trail information
- Cycling trail information
- Bookings
- Interactive information displays

Cultural precinct activities

- QUAMPI
- Art classes
- Educational tours and learning sessions focused on wildlife, ecology and cultural heritage
- Gallery exhibitions
- Cultural performances
- Spear throwing
- Indigenous food trail and cooking classes
- Souvenir purchasing

New pedestrian connection to cultural precinct

- Nature interpretation
- Waterside seating / instagram moments
- Waterfront viewing
- Fish and bird watching
- Art and cultural heritage trail

“ The future success of the island depends on delivering the experience economy. ”

Community member | Stage 1 feedback



# o6. Car Parking Formalisation



## Why formalise car parking?

**Car parking has been one of the most widely heard issues from stakeholder feedback. Broadly, there is consensus that delivering sufficient car parking or strategies that are able to deal with both peak and off-peak periods and for varying duration of stays is needed. There is also a high degree of informal parking around the township.**

The duration of parking is important as a large quantum of parking is used long term (days, not just hours) in order to accommodate residents travelling to and from the mainland daily or even weekly. This results in cars occupying spaces for very long periods of time and limiting ability for shorter stay parking to occur. Overall car parking is an issue that remains relatively poorly managed.

This catalyst project looks to provide new resources and formalise key areas including short-term parking (up to 24 hours) in proximity to the terminals.

Importantly there is an immediate need to remove parking from culturally sensitive and coastal hazard areas. This project addresses this while delivering additional new parking areas to support demand for short- and long-term spaces.

Core to the project is to ensure no net loss of parking around the town centre.

The formalisation of parking resolves a range of safety and logistical concerns. It is worth noting that no parking solution will be successful without supporting management. Additionally, the location and design of formalised parking is to prioritise and support those with particular needs, for example, people with a disability, older people and young families.

The list below outlines key changes to car parking within the township.

Site (as per plan opposite)	Detail
1 Junner Street Ferry Terminal	• Junner Street Ferry Terminal upgrade allows for an increase in parking to approximately 110 car parking spaces.
2 Dunwich (Goompi) foreshore parking pocket	• The consolidated tourist information centre allows for expanded off-street parking of approximately 40 car parking spaces.
3 Cunningham Avenue parking pocket	• New off-street car parking off Cunningham Avenue delivering approximately 30 car parking spaces.
4 Cunningham Avenue on-street parking	• Formalised on-street parking on Cunningham Avenue accommodating approximately 30 car parking spaces.
5 One Mile Ferry Terminal parking pocket	• Reconfiguration to accommodate boat and trailer turnaround and delivery of approximately 12 dedicated trailer parking spaces.
6 Little Ship Club parking pocket	• Delivery of approximately 10 new car parking spaces.
7 Yabby Street on-street parking	• Expanded on-street parking delivering approximately 34 car parking spaces.
8 Stradbroke Place on-street parking	• Expanded on-street parking within the town centre providing approximately 15 car parking spaces.
9 Ballow Road on-street parking	• Expanded on-street parking within the town centre providing approximately 40 car parking spaces.
10 Ballow Road parking pocket	• New long-term car park with approximately 135 car parking spaces.
11 Ballow Road South on-street parking	• Formalised on-street parking delivering approximately 150 car parking spaces.

**Legend**

- Expanded existing car parking resource
- Formalised existing car parking resource
- New car parking resource

Parking demand and usage is difficult to calculate due to the peak and off-peak fluctuations and the informal nature of current parking arrangements. Based on recent assessments the current supply and demand is:

- ~150+ informal spaces exist
- ~240 formal spaces exist
- ~150+ demand for spaces exists
- Total - 540 car parking spaces

**The master plan proposes to formalise parking across Dunwich (Goompi). This is based on an assessment of existing and projected supply and demand. The number of spaces are approximate only.**

Polka Point

One Mile Ferry Terminal

Yabby Street

Dunwich Cemetery

Bradbury's Beach Campground

Flinders Avenue

Petrie Street

Bob Wilson Park

Fraser Street

Oxley Parade

Bingle Road

Welsby Street

Pamphlet Street

Mitchell Crescent

Finnegan Street

Parsons Street

Guy Crescent

Mermaid Street

Mitchell Park

Cunningham Street

Rous Street

Stradbroke Place

Mallon Street

Ron Stark Oval

Ballow Road

Junner Street

Logan Crescent

QUAMPI

Barton Street

Barton Street Park

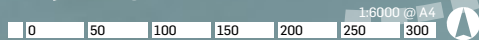
Riverside Sands

Junner Street Ferry Terminal

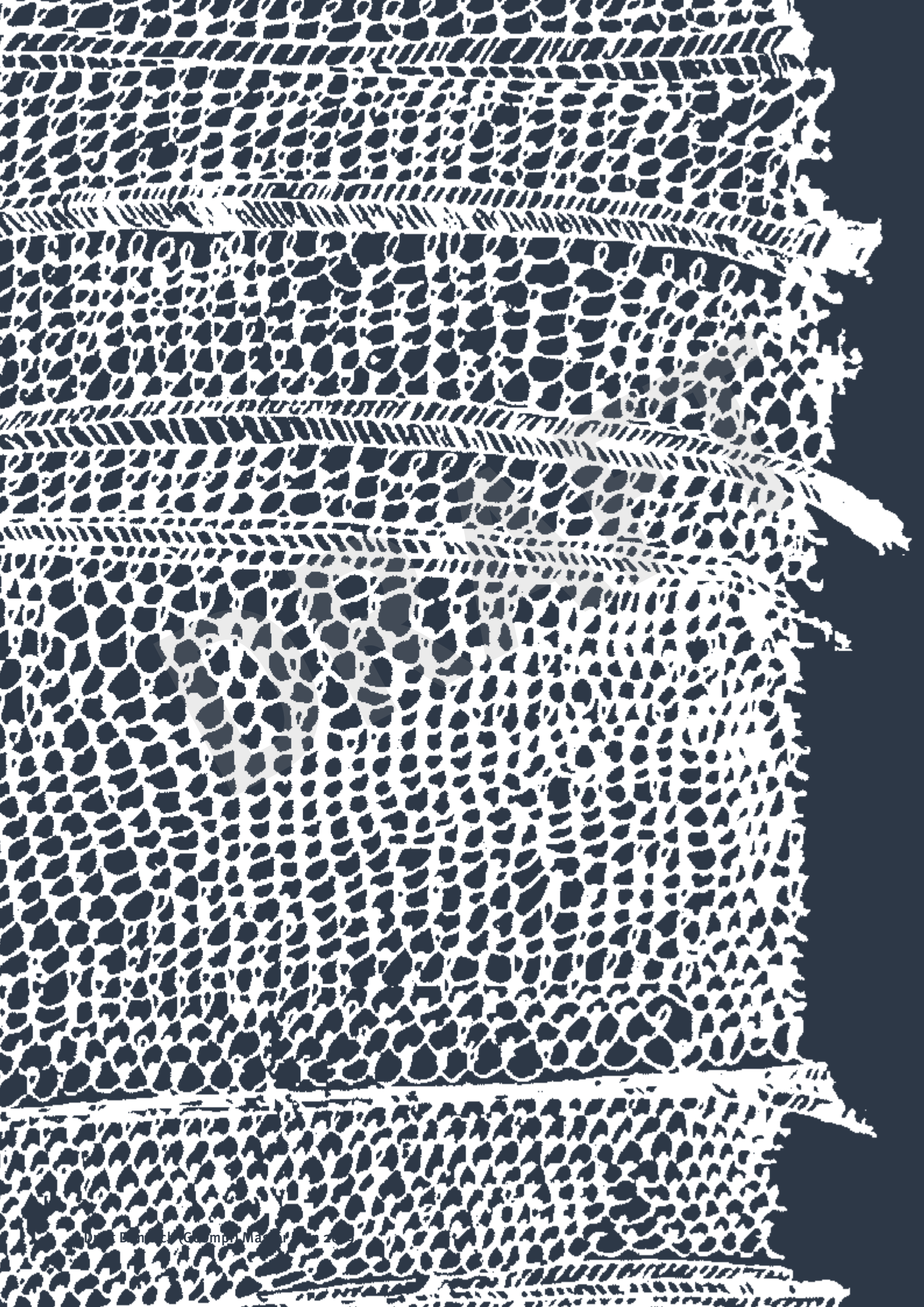
Adam's Beach

Adam's Beach Campground

**Car parking formalisation**







# IMPLEMENTATION STRATEGY

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# Implementation






This implementation strategy sets out a range of measures to guide the implementation of the vision for the Dunwich (Goompi) Master Plan.

It is envisaged that the master plan will be delivered through a range of mechanisms including public investment in the public realm, public transport and community facilities, and through attraction of private capital.













To achieve the master plan, implementation is tabulated as follows:

MASTER PLAN INITIATIVE	INITIATIVE DELIVERY MECHANISMS	TIMING
Identifies a specific initiative proposed by the master plan.	<p>Identifies the specific actions needed to deliver the master plan initiatives. These actions are organised into five categories as follows:</p> <ul style="list-style-type: none"> <li data-bbox="359 907 901 996">  <b>Analysis and policy:</b> Further analysis to confirm viability or delivery options including regulatory review.         </li> <li data-bbox="359 1041 901 1131">  <b>Promotion:</b> Initiatives that need to be actively championed and driven, including actions to grow national and global recognition.         </li> <li data-bbox="359 1176 901 1243">  <b>Catalyst project:</b> Catalytic investment which stimulates significant multiplier benefits.         </li> <li data-bbox="359 1265 901 1332">  <b>Early focus:</b> Projects that can be rapidly mobilised and achieved.         </li> <li data-bbox="359 1366 901 1453">  <b>Supporting initiative:</b> Projects that help unlock investment and master plan opportunities.         </li> </ul>	<ul style="list-style-type: none"> <li data-bbox="901 763 1426 840">• <b>Short:</b> initiative to be completed within 0–5 years.</li> <li data-bbox="901 840 1426 907">• <b>Medium:</b> initiative to be completed within 5–10 years.</li> <li data-bbox="901 907 1426 974">• <b>Long:</b> initiative to be completed within 10+ years.</li> </ul>

**Legend**
























-  Analysis and policy
-  Promotion
-  Catalyst project
-  Early Focus
-  Supporting initiative

## Strategy 1 – A Memorable and Authentic Place






MASTER PLAN INITIATIVE	INITIATIVE DELIVERY	TIMING
<b>Junner Street public art installation</b> 	Commission a signature gateway art piece by a local artist to represent the Dunwich's (Goompi's) identity and culture on arrival to the island.	<b>Short</b>
<b>Cultural precinct</b> 	Define and create a cultural precinct as a hub for cultural tourism activities incorporating allied opportunities such as an Indigenous garden, art and cultural heritage trail, natural amphitheatre, weapon throwing range and other cultural activities based at the planned QUAMPI.	<b>Short</b>
<b>Recreational foreshore upgrade</b> 	Upgrade the recreational foreshore of the township to offer greater public amenity, create a place for community to gather and serve as a key destination within the township.	<b>Short</b>
<b>Main Street character</b> 	Develop a detailed built form and streetscape strategy for Dunwich (Goompi) that defines and creates a unified streetscape character for the 'main street' extending from Ballow Road through to the consolidated tourist information centre.	<b>Short</b>
<b>Public art delivery</b> 	Through the built form and streetscape strategy, identify built form, streetscape, signage and public art interventions to deliver a unified cultural, art and heritage story experience bringing together Quandamooka and European heritage.	<b>Short</b>
<b>Art and heritage cultural trail</b> 	Deliver an improved art and cultural heritage trail (using explanatory signage and public art) focused around the links from the cultural precinct, foreshore areas, town centre and NSI Historical Museum.	<b>Short</b>
<b>Day trip experience</b> 	Formalise and create a new 'day trip experience' that links key cultural and recreational focus areas with upgraded connections, supported by art and wayfinding.	<b>Short</b>
<b>Landscaped amphitheatre</b> 	Deliver a shaded and terraced or tiered recreation space along Ballow Road overlooking Ron Stark Oval that provides panoramic views of the foreshore and the bay.	<b>Medium</b>
<b>Feature tree lighting</b> 	Deliver feature tree lighting that focuses on large established figs within the town centre and around key destinations.	<b>Short</b>
<b>Indigenous food trail network</b> 	Investigate opportunities to establish an Indigenous food trail network, incorporating Indigenous gardens and associated signage, within Dunwich (Goompi) to showcase endemic food sources and create an additional cultural experience to tie-in with the 'Quandamooka Story' and the cultural precinct.	<b>Short</b>
<b>Jack Lane art walk</b> 	Formalise Jack Lane into an art walk utilising the rear of tenancies along Ballow Road and Stradbroke Place to activate and deliver a unique destination.	<b>Medium</b>
<b>Incubator artist studios</b> 	Incentivise the establishment of incubator artist studios along Jack Lane.	<b>Medium</b>


























## Strategy 2 – A Thriving and Sustainable Place

MASTER PLAN INITIATIVE	INITIATIVE DELIVERY	TIMING
<b>Key opportunity sites</b>   	Work with RCC to reflect key opportunities identified by the master plan in the Redland City Plan. This includes satisfying the further investigations for particular sites, identified in Catalyst Project 02.	<b>Short / Medium</b>
<b>Future investigation areas</b>  	Undertake additional investigations over future investigation sites to determine and facilitate alternative land uses (as per Catalyst Project 02).	<b>Short / Medium</b>
<b>Consolidated tourist information centre</b>  	Create a consolidated tourist information centre proximate to the town centre and Junner Street Ferry Terminal.	<b>Short</b>
<b>Support for start-ups and incubators</b>   	Investigate and implement opportunities to support start-up and incubator businesses within Dunwich (Goompi).	<b>Short</b>
<b>Housing diversity and affordability</b>   	Work with RCC to explore how new and alternative housing products, such as auxillary units, to improve housing diversity and affordability, may be better supported.	<b>Short</b>
<b>Education and research precinct</b>  	Expand existing research functions in partnership with UQ and other education institutions to develop an education and research precinct within Dunwich (Goompi).	<b>Short / Medium</b>
<b>'Green' commercial ventures</b>   	Investigate opportunities to establish 'green' commercial ventures, such as advanced offsets, solar farming and other renewables.	<b>Short</b>
<b>Opportunities for young people</b>   	Improve opportunities for young people (including sporting, recreation and entertainment opportunities) and identify a series of interventions to better respond to community needs.	<b>Short</b>
<b>Event spaces</b>  	Create a new space for local festivals, events and activities that allows people to interact and celebrate the island's unique cultural and historical traditions.	<b>Short</b>

### Legend


-  Analysis and policy
-  Promotion
-  Catalyst project
-  Quick win
-  Supporting initiative

### Strategy 3 – A Natural and Green Sanctuary

MASTER PLAN INITIATIVE	INITIATIVE DELIVERY	TIMING
<b>Landscape elements</b>  	Plant distinctive and iconic landscape elements that can be recognised from a distance, such as Norfolk Pines, to reinforce desired movement paths and deliver green amenity to urban streets.	<b>Short</b>
<b>Contaminated land management</b>  	Investigate remediation or containment of contaminated land within key opportunity sites.	<b>Short</b>
<b>Partnerships with local groups</b>   	Engage the community, environmental groups, schools and industry through environmental and educational outreach programs, potentially in partnership with the Dunwich State School and UQ.	<b>Short</b>
<b>Cultural interpretation of ecology</b>  	Through the built form and streetscape strategy, identify and implement opportunities to use cultural activities, including local art, to reflect on and interpret local ecology.	<b>Short</b>
<b>Promote nature activities</b>   	Continue to expand and promote focused nature activities such as birdwatching, bushwalking, bike riding, picnicking, kayaking and nature play.	<b>Short</b>
<b>Investigate removal of weed species</b>   	Undertake removal of weed species in key locations to enhance conservation areas.	<b>Short</b>
<b>Zero waste timeframe</b>  	Develop a township-based waste and emissions reduction strategy in partnership with local residents and business.	<b>Short</b>
<b>Ecological resilience</b>  	Build ecological resilience by identifying and focusing rehabilitation efforts at key locations.	<b>Short</b>
<b>Bushfire management plans</b>  	Continue implementation of the endorsed Township Fire Management Strategies and develop bushfire management plans for key sites (where required), projects and initiatives.	<b>Short</b>
<b>Coastal adaptation strategy</b>  	Identify appropriate adaptation responses for identified coastal hazard areas building on the findings of the Coastal Hazard and Risk Assessment.	<b>Short</b>




## Strategy 4 – A Connected and Accessible Place

MASTER PLAN INITIATIVE	INITIATIVE DELIVERY	TIMING
<b>Junner Street Ferry Terminal upgrade</b> 	Redevelop the Junner Street Ferry Terminal to accommodate additional services capable of providing a single consolidated point of entry/exit to the island as per Catalyst Project 02.	<b>Medium</b>
<b>Junner Street inter-modal transit hub</b> 	Develop an inter-modal transit hub at the upgraded Junner Street Ferry Terminal.	<b>Medium</b>
<b>Breakwater feasibility</b> 	Undertake a more-detailed feasibility study investigating requirements and options for a potential future breakwater that better enables safe, all-weather access for ferry services at (an upgraded) Junner Street Ferry Terminal.	<b>Medium</b>
<b>One Mile Ferry Terminal improvements</b> 	Deliver short term interim solutions to improve access, remove conflict between buses and private vehicles, and improve passenger / waiting facilities and environments.	<b>Short</b>
<b>One Mile marine-based recreation improvements</b> 	Transition the One Mile ferry terminal to a marine based recreation hub – with improvements to boat ramp and waterside infrastructure.	<b>Medium / Long</b>
<b>Car parking formalisation</b> 	Improve car parking for both short- and long-term use, through delivery of new car parking, formalisation of some existing informal car parking areas, and expansion of existing car parking areas (where feasible).	<b>Short / Medium</b>
<b>Parking management strategy</b> 	Develop a more-detailed parking management strategy including prioritisation of parking needs and improved enforcement initiatives.	<b>Short</b>
<b>Wayfinding strategy</b> 	Deliver improved wayfinding for the township to encourage and enhance the visitor and local community experience and develop a form, language and materiality that is harmonious with local culture and character.	<b>Short</b>
<b>Heavy vehicle diversion</b> 	Investigate viability and impacts of diverting heavy vehicles and through traffic to improve safety and activation of Ballow Road.	<b>Short</b>
<b>Intersection planning</b> 	Undertake intersection planning to review the configuration of key intersections to improve safety.	<b>Medium</b>
<b>Cycle strategy and planning</b> 	Prepare a cycle strategy and formalise key cycle routes, trail infrastructure and cycle parking and facilities.	<b>Short</b>
<b>New pedestrian links</b> 	Deliver new pedestrian connections linking Junner Street Ferry Terminal to QUAMPI, the cultural precinct and new long-term car park on Ballow Road	<b>Medium</b>
<b>Integrate ferry and bus services</b> 	Review the public transport schedule and potential options to integrate ferry and bus services into the greater SEQ public transport network.	<b>Short / Medium</b>

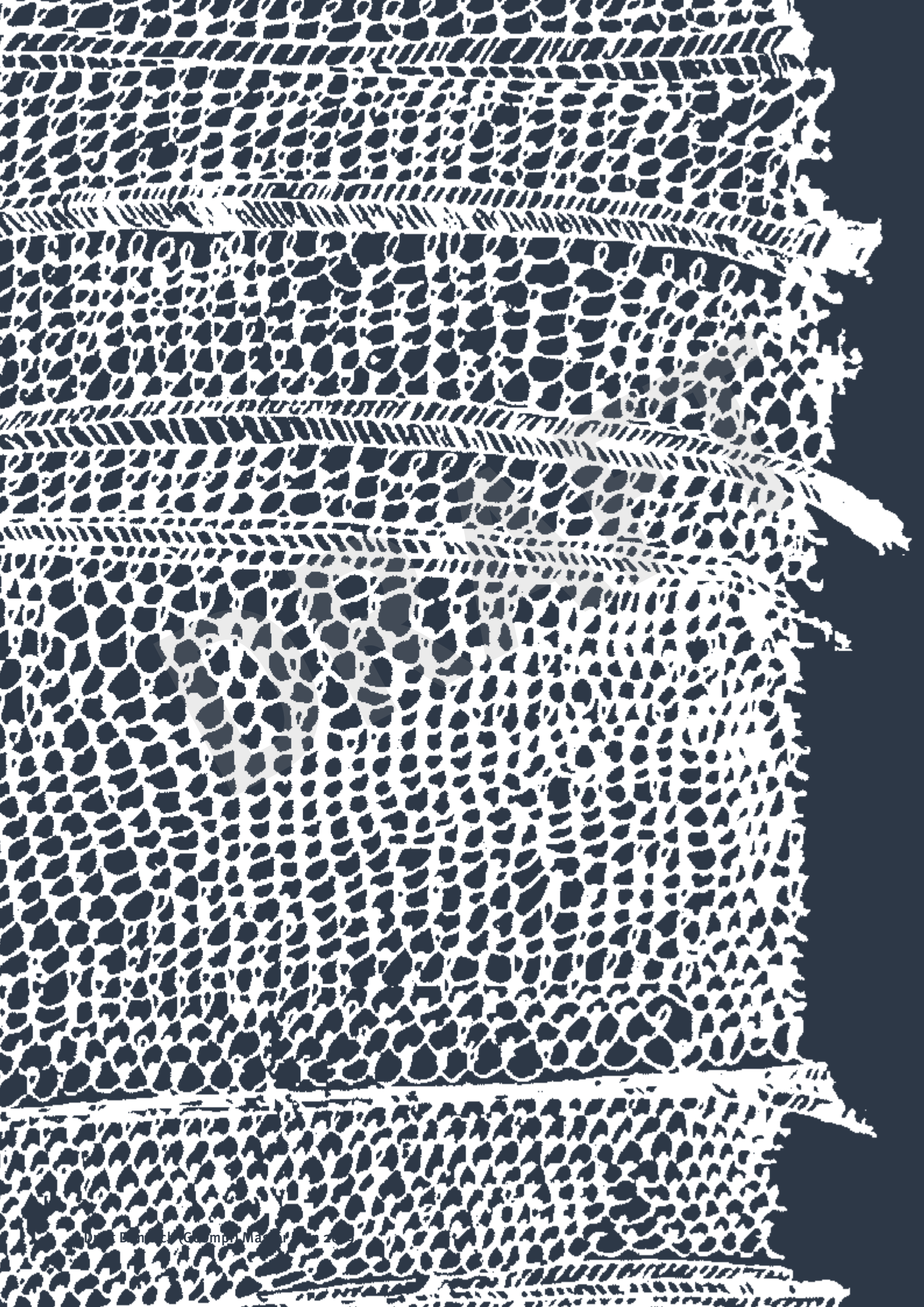
MASTER PLAN INITIATIVE	INITIATIVE DELIVERY	TIMING
<b>Streetscape upgrades</b>   	Through the built form and streetscape strategy, design and implement streetscape upgrades extending from the Junner Street Ferry Terminal to Ballow Road and along Ballow Road from the town centre to the cultural precinct.	<b>Short</b>
<b>Lighting review</b>   	Provide lighting upgrades along key pedestrian routes (where required).	<b>Short</b>
<b>Ballow Road shared zone</b>  	Convert Ballow Road to a shared zone between Mallon Street and Rous Street to slow traffic, prioritise pedestrian movement and improve safety.	<b>Short</b>
<b>Digital strategy</b>   	Investigate digital technology opportunities that offer interactive or live systems to support wayfinding around the township and the island.	<b>Short</b>

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**Legend**

-  Analysis and policy
-  Promotion
-  Catalyst project
-  Quick win
-  Supporting initiative





# ANALYSIS AND FINDINGS

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# Introduction

Layered technical investigations that help inform the master plan, its objectives and strategies, have been carried out in relation to culture and place, economics and property, movement and connectivity, wayfinding, infrastructure and planning. This section provides an overview of the key findings.

## Key Reference Documents

In addition to the documents prepared as part of the master planning process, the following key reference documents (prepared for other processes) have been reviewed:

	Title of document:	Date of document:	Prepared on behalf of:
	Gudjundabu Marumba: Tourism for a Glad Tomorrow. A Five-Year Strategy for sustainable tourism on Quandamooka Country	2019	QYAC
	Redland City Plan	2018	Redland City Council
	North Stradbroke Island Visitor Research Program (round one report)	2018	University of Queensland (UQ)
	Shaping SEQ: South East Queensland Regional Plan	2017	DSDMIP
	Redland City Events Strategy and Action Plan 2017–2022	2017	Redland City Council
	Redland City Plan Submission Report	2017	Redland City Council
	North Stradbroke Island Economic Transition Strategy (ETS) – Projects Information Day	2017	Former DILGP
	Quandamooka Yoolooburrabee Aboriginal Corporation (QYAC) Strategic Plan 2017–2020	2017	QYAC
	Review of Draft Redland City Planning Scheme – Economic Analysis	2016	DSDMIP
	North Stradbroke Island Economic Transition Strategy (ETS)	2016	Queensland Government
	Redland City Tourism Strategy and Action Plan 2015–2020	2015	Redland City Council
	Redland City Economic Development Framework 2014–2041	2014	Redland City Council
	Redlands Land Supply Review 2014	2014	Redland City Council
	Redland City Centres & Employment Strategy Review	2013	Redland City Council
	Redlands Open for Business and Investment	2013	Redland City Council
	Redlands Social Infrastructure Strategy 2009	2013	Redland City Council
	Redland City Land Supply Review 2012	2012	Redland City Council
	Draft Situational Analysis: A sustainable economic future for North Stradbroke Island / Minjerrabah	2012	Queensland Government
	Redlands Housing Strategy 2011–2031	2011	Redland City Council
	Redlands 2030 Community Plan	2010	Redland City Council

Drawing on the above information, some key findings and observations about the existing characteristics of Dunwich (Goompi), and possible opportunities for the master plan, are provided on the following pages.

## Demand Assessments

**Official population projections are prepared by the Queensland Government's Statistician Office for various geographic boundaries throughout Queensland.**

Projections are available for the Redland Islands Statistical Area 2 (SA2), which takes in North Stradbroke Island (Minjerrabah) and some other Moreton Bay islands. Projections are not available for North Stradbroke Island (Minjerrabah) or Dunwich (Goompi).

For the purpose of this master plan, DSDMIP has prepared high level forecasts of vehicular trips to Dunwich (Goompi) for 2019 to 2022. The forecasts are based on:

- DTMR historical traffic count data taken at Dickson Way and East Coast Road, Dunwich for 2010–2018; and
- Visitor data obtained through the North Stradbroke Island Visitor Research Program prepared by UQ.

Using this data and assumed growth rates, it is estimated that approximately 64,200 vehicle trips (one way) will be generated to Dunwich (Goompi) in 2022 (or 175 trips/day). This represents an estimated additional 21,200 trips in Dunwich (Goompi), an estimated increase of 49% on traffic counts in 2010.

In addition to the above, the master plan draws on various other sources of information to assess key market sectors, such as tourism, retail and commercial data.

It is recognised that future growth rates may not reflect trends for 2010 to 2018, therefore, the above forecasts should be considered high level estimates only. It is recommended that visitor and resident growth rates be monitored so that effects of implementing the master plan and other initiatives can be better understood.



View from Junner Street Boulevard



# Culture and Place

An assessment of culture and place was undertaken to provide a high level overview of the Dunwich (Goompi) context and community. The key findings have been distilled into the below summary.

## Analysis and Insights

### Cultural Heritage

Dunwich (Goompi) has a rich history of both Indigenous and European cultures. As such, much of the study area holds significant heritage value including a number of sacred places. This presents a key opportunity to highlight and celebrate aspects of this heritage as part of creating a unique destination and place, strongly associated with Quandamooka community and identity.

Importantly, there are places of cultural heritage value that need to be preserved and protected from broader public access.

### Open Space and Landscape Quality

Much of Dunwich (Goompi) and the balance of the North Stradbroke Island (Minjerrabah), has significant environmental and green space value. Dunwich (Goompi) itself is characterised by a strong visual connection to land and sea. The town's foreshore offers immediate views to the water, with wider views over Quandamooka Country from potential hinterland lookout positions on public land. Protecting important vegetation will place natural limits on development in foreshore areas.

Despite areas of high environmental and vegetative quality, the town centre itself is largely devoid of vegetation and greenery with little protection and incentive to walk around.

### Patterns of Usage and Activation

Initial impressions for first time visitors to Dunwich (Goompi) suggest there is no clearly defined centre of activity and that gathering spaces are dispersed throughout the township. However, it is apparent that Ballow Road, the Straddie Sharks Allsports Club, Ron Stark Oval and the adjoining foreshore area are important gathering places for the local community.



View towards Ballow Road

### Arrival Experience and Place Character

The two ways of arriving in Dunwich (Goompi) and North Stradbroke Island (Minjerrabah) are via the Junner Street Ferry Terminal and One Mile Ferry Terminal. Each of these arrival points provide quite a different experience and character.

Those arriving at the Junner Street Ferry Terminal are largely visitors to the island, with both vehicle barge and water taxi services available. This is a car dominated experience with ferry passengers and vehicles landing on an expansive bitumen tarmac.

The One Mile Ferry Terminal is a popular choice for locals, particularly those without a vehicle. Passengers arrive and either move past the Little Ship Club, or take a short-cut through the campgrounds. Neither of these arrival options offer a distinctive 'icon' indicating arrival in a distinctive place.

In both locations, key public open spaces are consumed by parking spaces, rather than pedestrian occupation and activation. In addition, conflict between user groups and safety presents a concern in both places.

The map on the following page shows the location of some of the key land uses within Dunwich (Goompi).



## Key Findings for the Master Plan

- Dunwich (Goompi) is notable for both Indigenous and European history, as well as its cultural and built heritage, which needs to be treated sensitively and respectfully.
- Public spaces lack activity, shelter and vegetation.
- There is no central and appealing gathering space for locals and visitors.
- There is a strong visual connection with the bay, however, the town currently has little engagement with the water.
- There is an opportunity to improve the connection from the foreshore to the strip of shops on Ballow Road.
- Dunwich (Goompi) occupies an important position within Moreton Bay, both for its local residents and its centrality to Quandamooka Country.
- The town has the potential to take on an important role in the future in relation to tourism, education and culture for the region.

Legend

- Recreation
- Civic
- Community Gathering
- Education
- Retail
- Art + Culture
- Health
- Tourism Accommodation
- Informal Parking
- Residential





## Place Making Principles

**Placemaking is concerned with the qualities that make successful public places and how those spaces create vibrant neighbourhoods, towns and regions. It involves identifying positive attributes in a place, and finding ways to further improve them through top-down and community efforts. Placemaking focuses on creating change through smaller-scale and precise interventions. Public spaces, institutions and people are at the core of this approach.**

Placemaking principles establish a set of criteria to evaluate Dunwich (Goompi) as it currently operates and point to possible future ideas for the master plan. The placemaking principles used for the Dunwich (Goompi) Master Plan process are summarised below.

### Community Engagement

Development enhances what is already successful about Dunwich (Goompi) and seeks the support and engagement of the local community.

- Partnerships are created with all levels of government, community and business leaders, philanthropists, artists and entrepreneurs.
- Focus is on public outdoor urban design, which is accessible and appealing for locals and visitors.
- The place is welcoming to locals and visitors, Indigenous and non-Indigenous people.
- Activities make use of local knowledge, creating jobs and improving the economy.



Sculpture on the Gulf, Waiheke

### Strong Connections

There are strong links to the surroundings. Individual spaces are easily accessible for pedestrians and cyclists, as well as vehicles.

- Key public spaces are visible from the movement network.
- Paths link activities within those public places.
- Clear sight lines create a safe environment.
- Design fosters social connections and cohesion between community members and visitors.
- Places are hubs for activities in the surrounding region, linking town and country.



Glenorchy Art and Sculpture Park (GASP), TAS

### Sustainability

Development protects local culture and the natural environment, while creating enduring economic benefits for the community and building on existing industry and local expertise.

- Development makes use of sustainable materials and building practices, encourages pedestrian and cycle movement and takes advantage of natural light and breezes.
- Public places are resilient and easily maintained.
- Strong public organisations linked to the community ensure continuity and improvement of institutions, festivals, parks and cultural activities.



Fogo Island, Canada

### Activation

Diversity of permanent and temporary activities attract a range of ages and demographics representative of the community, both during the day and at night.

- Public places take advantage of natural features and key views, with connections back to Ballow Road.
- People are encouraged to move and linger on foot and bicycle.
- Spaces are pleasant to occupy, with sunny and shady places and a range of seating available.
- Opportunities are taken to capture breezes while providing shelter.





South Bank, Brisbane

## Identity

The place projects a clear and appealing ‘brand’, rooted in existing local qualities which is both photogenic, memorable and liveable. This brand:

- Differentiates Dunwich (Goompi) from other places.
- Promotes excellence in the community, through business and cultural development.
- Is immediately associated with festivals, activities, institutions, views, landscape, wildlife and local icons.

## Analysis and Insights

The background technical investigations relating to ‘culture and place’ have included a contextual review of the Dunwich (Goompi) and the local community, spatial analysis and mapping of a range of overlays, and a review of exemplar case studies from other places that draw parallels to Dunwich (Goompi).

The analysis has identified there are strong opportunities for Dunwich (Goompi) to become an accessible and extended cultural experience, forming:

- A gateway to North Stradbroke Island (Minjerrabah) and exploration of the Bay Islands/Quandamooka Country.
- A sustainable economy based on an intimate relationship with ecology and culture.
- A place experience that highlights art and culture.
- A focus on education, through existing and future links to institutions like the University of Queensland, alongside informal education through cultural centres, museums, community-based tourism and history trails.



## Key Findings for the Master Plan

**Broadly, Dunwich (Goompi) appears to have two overarching opportunities that can be explored through the master plan:**

### 1. Art Stream

Art presents a way for Dunwich (Goompi) to become a distinctive place that visitors will want to experience, rather than pass through to other destinations. A focus upon integrating art within a broad range of development initiatives seeks to provide identity, information and opportunity for economic growth. Creative integration has the opportunity to reinforce a sense of place at every turn.

The art stream has been identified as a relevant consideration for Dunwich (Goompi) on the basis that there is an existing and flourishing artistic community within Dunwich (Goompi) and it provides synergies with the cultural tourism opportunities identified elsewhere in this report.

### 2. Bay Capital Stream

This opportunity refocused the role of Dunwich (Goompi) to become a stop on the way to other places, acting as the gateway to North Stradbroke Island (Minjerrabah) and, potentially, the Moreton Bay islands. If this opportunity is pursued, a range of initiatives will be required to encourage the use and perception of Dunwich (Goompi) as a natural gateway to the bay. The opportunity is for Dunwich (Goompi) to become the centre of island tourism in the bay, emphasising Quandamooka, as well as European history.

The bay capital stream idea builds upon Dunwich’s (Goompi’s) central location within the bay region and the ability to provide easy access to a number of destinations within the bay. It also recognises the central role of Dunwich (Goompi) in Quandamooka life.

The above ideas can be mutually supportive: visitors would be more likely to choose Dunwich (Goompi) as a travel hub if they also found the town appealing, and more likely to visit if they could easily reach other destinations.

# Economics and Property

An economic assessment including a high-level review of the economic drivers and demographic profile for the Dunwich (Goompi) study area, and surrounding North Stradbroke Island (Minjerribah) has been undertaken. This includes an assessment of key market sectors, including tourism, retail and commercial.

## Redland Islands Employment Projections 2016–2036



**1.9% EMPLOYMENT GROWTH FORECAST PER ANNUM\*\***



**185 NEW HEALTH CARE & SOCIAL ASSISTANCE JOBS\*\***



**144 NEW ACCOMMODATION & FOOD SERVICES JOBS\*\***

It is expected that Dunwich (Goompi) has the potential to capture a significant proportion of this future growth given the strength of the region's tourism market and future education facilitates and research partnerships.

## Dunwich (Goompi) Tourism 2009–2018



**8.4% INTERNATIONAL VISITOR NIGHTS\***

The wider Redlands and Brisbane regions recorded higher international visitor nights at 21.1% and 62.1% respectively.

## Redland Major Infrastructure Investment Projects

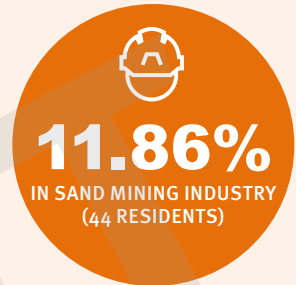


- North Stradbroke Island Minjerribah Futures project Economic Transition Strategy (ETS) Projects
- Toondah Harbour
- Eastern Busway Expansion
- Wienam Creek Marina Redevelopment

## LABOUR FORCE



**371 PERSONS**



## Key Findings for the Master Plan

The following market opportunities were identified:

- Short-term accommodation
- Sustainable eco-cultural tourism
- A limited offer of quality, flexible office space
- A limited area to be used for a food and beverage offering

\* Study area – Dunwich Urban Centre /Locality. Source ABS 2016.

\*\* Study area – Redland Islands. Source QGSO; Urbis.

Based on the economic and property analysis undertaken, the following opportunities are identified for consideration in the Master Plan.

Use	Existing and projected situation	Preliminary recommendations
 <p><b>Short-term Accommodation</b></p>	<p>Some key observations are:</p> <ul style="list-style-type: none"> <li>Dunwich (Goompi) has a total of approximately 110 camp sites across Adam’s Beach and Bradbury’s Beach</li> <li>There are currently no hotel, resort or motel style establishments nor are there currently any proposed short-term accommodation facilities</li> <li>There is a total of 146,600 visitor nights projected for Dunwich (Goompi) in 2019 (includes domestic and international visitors)</li> </ul>	<p>There is an indicative demand of 180 short-term accommodation rooms/sites for Dunwich (Goompi) in 2019. The recommended breakdown of facilities includes a mix of glamping, traditional camping, hotel, cabin and/or backpacker facilities to offer diversification and visitor options.</p>
 <p><b>Eco-Tourism and Educational Tourism</b></p>	<p>The eco-tourism offering on North Stradbroke Island (Minjerribah) comprises a variety of nature based activities including snorkelling, diving, canoeing, kayaking, stand up paddle boarding, dolphin and whale watching, surfing and sand surfing as well as bird and wildlife spotting. It is noted that:</p> <ul style="list-style-type: none"> <li>Many of the nature-based activities do not take place within the geographic boundaries of Dunwich (Goompi);</li> <li>Dunwich (Goompi) eco-cultural tourism offering is linked to the history museum and Indigenous tours with local Aboriginal guides;</li> <li>Various venue options available to host events are not extensively utilised and positioned for maximum benefit.</li> </ul>	<p>Dunwich (Goompi) is well positioned as the arrival point to North Stradbroke Island (Minjerribah) and to serve as a central departure and operational point for tour operators and eco-tourism products. Appropriately packaging and developing new products and destinations would assist in attracting more cultural tourism interest and benefit the holistic eco-cultural tourism offering. The activities could also be tied into educational experiences for the island.</p>
 <p><b>Commercial</b></p>	<p>There is a very limited commercial office space offering across North Stradbroke Island (Minjerribah). Within Dunwich (Goompi) there is a total of approximately 360m<sup>2</sup> of commercial/flexible space of a B-grade or C-grade quality and none of an A-grade quality. The analysis has identified that:</p> <ul style="list-style-type: none"> <li>Currently, there is approximately 260 m<sup>2</sup> of vacant office space;</li> <li>It is estimated that Dunwich (Goompi) could potentially capture demand for commercial office floorspace equivalent to an increase of approx. 390m<sup>2</sup> by 2022.</li> <li>There is potential that some of this demand could be accommodated through redevelopment of existing vacant space.</li> </ul>	<p>Any future commercial space should be designed as a flexible space that could be accommodated by a retail tenancy or commercial office, depending on demand tenant.</p> <p>This has the potential to be co-located with a future short-term accommodation facility to compliment corporate retreats and provide meeting/conference facilities. Any new office/conference space should be developed to an A-grade level.</p>
 <p><b>Retail</b></p>	<p>The analysis suggests there is a current lack of critical mass of residential population within Dunwich (Goompi) to support significant expansion of retail operations, however, this will need to be monitored. The current total retail expenditure of Redland Island SA2 residents is estimated at \$124.4 million and is expected to increase to \$165.2 million by 2028.</p>	<p>A potential retail opportunity could be a waterfront food and beverage offering with some complementary opportunistic tourist spend. This offer could intercept and leverage the tourist thoroughfare and ferry terminal traffic during arrival and departure waiting periods and waterfront destination visitors (locals and tourists) attracted by a high quality food and beverage offering.</p>



# Movement and Connectivity

**Connectivity and movement at Dunwich (Goompi) for all modes of transport, including walking, cycling, public transport and private vehicles, is an area of significant opportunity for the master plan.**

The following provides a high level summary of existing issues identified in relation to the transport network in Dunwich (Goompi) and potential opportunities for interventions that will support future development.










Use	Existing situation	Preliminary Recommendations
 <b>Walking</b>	<p>There is a general lack of pedestrian infrastructure in terms of paths, crossing facilities, connections to key destinations and lack of overall amenity to make walking an attractive option for getting around. This is particularly amplified at the ferry terminals where pedestrians, buses and private vehicle traffic all come together.</p>	<p>There is significant opportunity to improve walking connections and overall pedestrian amenity in key locations in the township and surrounds, in particular around both ferry terminals, the proposed 'Quandamooka Art Museum and Performance Institute (QUAMPI)', the foreshore environment and town centre.</p>
 <b>Cycling</b>	<p>Overall there is a lack of cycle paths and networks (both on-road and off-road), cycling facilities at ferry terminals, segregated cycle lanes or bike lanes (e.g. in shoulder on main thoroughfares leading out of town) and wayfinding signage and maps.</p>	<p>There is an opportunity to make Dunwich (Goompi) and broader North Stradbroke Island (Minjerrabah) a cycling destination through the addition of dedicated cycle pathways including segregated on-street paths and an off-road network/trails connecting key destinations. These activities would be supported by bike hire, bike parking and end of trip facilities.</p>
 <b>Public Transport</b>	<p>There is no central point of information regarding the ferry services for Moreton Bay broadly. The current public transport system is inefficient with a poor level of communication around timetabling and limited integration with other services such as TransLink/go card. Public amenity and passenger waiting environment are consistently poor.</p>	<p>There is potential for a centralised timetable/ coordination point for all ferry services within Moreton Bay, which could then be expanded to potential tourist opportunities from central Brisbane. Review of the public transport service is recommended to ensure buses meet every ferry services, improvements are made to passenger information and overall amenity of waiting environments at ferry terminals and bus stops.</p>
 <b>Parking</b>	<p>Parking is a major issue at Dunwich (Goompi) and one that impacts everyone in the community as well as visitors. There is a significant amount of informal parking near both ferry terminals and this is exacerbated during seasonal peak periods. There is no holistic parking management strategy. Prior attempts to introduce parking controls have been met with significant opposition.</p>	<p>There is an opportunity to develop a holistic Car Parking Management Strategy that facilitates the implementation of parking policy that supports the broad visions and objectives of the township. This would need to be supported by a range of complementary transport strategies.</p>
 <b>Multi-Modal / System Wide</b>	<p>Overall there is a lack of affordable transport options at Dunwich (Goompi). Bus/ferry interchanges are poor and create conflicts between private vehicles, public transport, pedestrians and cyclists. Broadly, there is a lack of alternative transport options (e.g. bike share, car share, share taxi, etc.).</p>	<p>There is an opportunity to develop a "mobility hub" that could include formal facilities for ferry operators, bus/ferry interchange and quality waiting environments.</p>



## Key Findings for the Master Plan

- Lack of pedestrian and cycle infrastructure within Dunwich (Goompi) and connecting to other parts of North Stradbroke Island (Minjerrabah)
- Current bus operations at One Mile are inefficient and potentially dangerous due to access arrangements
- Passenger waiting environments at ferry terminals have poor level of amenity
- Current formal and informal parking arrangements are inadequate, there is a need for a holistic parking management strategy
- Current bus / ferry interchanges are poor, involving conflicts between private vehicles, public transport, pedestrians and cyclists

Legend

-  Ferry Arrival Point
-  Major Vehicle Movements
-  Major Pedestrian Movements
-  Current Walking Infrastructure
-  Current Cycling infrastructure
-  Area of Pedestrian / Vehicular Conflict
-  Informal Parking
-  Formal Parking
-  Bus Stop
-  Ferry Terminal



Movement and Connectivity Analysis of Existing Situation

1:6000 @ A4



# Wayfinding

A high level review of the current wayfinding and navigation at Dunwich (Goompi) has been undertaken. Wayfinding and signage will play an important role in exploring ways in which Dunwich (Goompi) will take a local, national and international perspective on its future.

The current wayfinding offer is minimal and as such there is a significant opportunity to explore key wayfinding principles and integrate them into an environmental and experience-based solutions.

## Analysis and Insights

Seven key wayfinding themes and opportunities to support the development of the Dunwich (Goompi) Master Plan have been identified, which include:

1. **Culture and Heritage**
2. **Sense Of Place**
3. **Sense Of Arrival**
4. **Legible Environment**
5. **Sense Of Time**
6. **Signage**
7. **User Needs and Capabilities**



### 1. Culture and Heritage

Signage has the potential to play an important role in fostering awareness and understanding of the Quandamooka People and promoting cultural sensitivity. Opportunities include development of bilingual signage and interpretive signage celebrating both Indigenous and non-Indigenous heritage, and natural history.



### 2. Sense of Place

Making connections between people and places, nature and built form, requires an environment to be clear and understandable. Opportunities explored in development of the Master Plan include:

- Creating a meaningful and authentic sense of place that responds to the needs of the local community, and one that visitors want to explore, experience and share.
- Utilising and embodying the Indigenous culture, European history and raw natural beauty that is present in the community and on the island to enhance educational, experiential and economic opportunities.



### 3. Sense of Arrival

As Dunwich (Goompi) is the major arrival point to North Stradbroke Island (Minjerribah), there is opportunity to amplify and reinforce the arrival experience through placemaking. Opportunities to be explored in development of the wayfinding strategy include:

- Commencement of the arrival experience from the ferry departure point in Cleveland. This sets the tone and starts to ‘tell the story’ of Dunwich (Goompi) as the gateway to North Stradbroke Island (Minjerribah).
- Create a sense of place at the main port of arrival.
- Utilise sight-lines and views from barges/water taxis to identify key zones for attractions.



### 4. Legible Environment

Whilst there is an established road network in Dunwich (Goompi), there is an inherent lack of street identity, activation of a “town heart” and infrastructure to support pedestrian movement. Opportunities explored in development of the master plan include:

- Develop a consistent street identity and language that amplifies sense of place and provides amenity/ infrastructure.
- Develop a hierarchy of key destinations and places of interest.
- Consolidate the key places of interest, amenity and tourist information into one accessible precinct.



### 5. Sense of Time

Time equals opportunity when the focus is on improving the experience of waiting. Opportunities explored in development of the master plan include:

- The organisation and identification of destinations will promote an integrated user experience and result in more time spent in Dunwich (Goompi).
- Understanding the user journey and integrating wayfinding with environmental and iconic installations will promote lingering in selected public areas.
- Using directional signage to provide distance and time to destinations encourages users to dwell and experience.





## 6. Signage

A signage suite that becomes a recognisable identification and navigational device provides clarity to people visiting Dunwich (Goompi) and North Stradbroke Island (Minjerribah).

Opportunities explored in development of the master plan include:

- The current signage utilised in Dunwich (Goompi) is inconsistent and incoherent.
- The consistent and continuous use of Redland City Council signage standards is recommended for street and traffic signage.
- There is an opportunity to develop wayfinding signage that supports sense of place whilst working successfully in parallel with council standard signage.



## 7. User Needs and Capabilities

When traveling to Dunwich (Goompi) for the first time, the arrival experience involves listening to instructions from the barge operator whilst looking for clarity of direction for the next step of the journey. Visitors require time to process this journey into Dunwich (Goompi) before being ready to take in additional information regarding their opportunities to experience and explore. Opportunities explored in development of the master plan include:

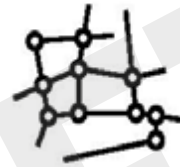
- Consider the visitor journey/sequences to understand wayfinding requirements and maximise the window of opportunity to engage and encourage visitors to stay in Dunwich (Goompi), rather than traveling through to other destinations.

The following principles developed by Kevin Lynch assist in the analysis of how wayfinding and placemaking elements can be interpreted and understood.



### Paths

Linear circulation devices by which people move along roads, paths and trails.



### Nodes

Points or strategic locations that have a concentration of activity or focus, or major intersections of paths.



### Landmarks

Recognisable reference points that aid orientation, for example distinct buildings, urban spaces and memorable works of art.



### Edges

Boundaries, perimeter roads and rivers within the site.



### Districts

Precincts or neighbourhoods with an identifying character.



## Key Findings for the Master Plan

It has been identified that the existing environment at Dunwich (Goompi) can be difficult to navigate, particularly for first time visitors to the island. Therefore, there are many opportunities to improve wayfinding at Dunwich (Goompi), which can contribute to creating a sense of place; improving the sense of arrival; developing a legible environment and celebrating culture and heritage.

The key master planning considerations and opportunities explored include:

- Sense of arrival, route selection and designated trails;
- Pedestrian and public transport connectivity;
- Identification of facilities and journey pacing to support increased dwell times for local businesses;
- Identification of signage needs and legibility;
- Bilingual Quandamooka and English language signage;
- Identification of wayfinding constraints through experiential knowledge and investigation of environmental conditions and stakeholder consultation.

# Infrastructure

**An assessment of the existing infrastructure situation regarding water, sewerage, hydraulics and ground geology has been undertaken. It includes a high level overview of the capacity of existing infrastructure and capacity to accommodate potential future growth.**

The assessment shows that whilst there are no major constraints from an infrastructure point of view restricting further development at Dunwich (Goompi), it is acknowledged that the potential need for upgraded or new facilities will need to be investigated following endorsement of the final master plan.

The following observations relate to the central township area of Dunwich (Goompi). It is acknowledged that infrastructure provision at One Mile is being considered under a separate project.

## Analysis and Insights



### Water and Sewerage

**Water Supply:** Dunwich (Goompi) is supplied with potable water from the SEQ water treatment plant, located to the south of the town. The water treatment plant is currently sustained by adjacent groundwater bores. The groundwater is primarily rainwater, sourced from a sand lens, forming part of the North Stradbroke Island Underground Water Area.

**Water Reticulation:** Dunwich (Goompi) has a fully reticulated water supply system which generally conforms with the SEQ Water Supply and Sewerage Design & Construction Code.

**Sewerage Reticulation:** In about 2015, the Redland City Council undertook to sewer the town and to reline or replace the poor standard original sewers. Dunwich (Goompi) is now fully sewered apart from those properties located only in the elevated Illawong and Rainbow Crescent areas. Those elevated allotments are located on sand and septic tank effluent is readily disposed through soakage trenches. Only a few of the properties which have recently been provided with sewerage services have not yet connected to the new system.

**Sewerage Treatment:** Dunwich (Goompi) town sewage is treated at the Dunwich (Goompi) sewage treatment plant located at the southern end of the town. Treated effluent is pumped to an irrigated soakage disposal area approximately one kilometre inland.



### Hydraulics

Due to the ridgelines located to the east of Dunwich (Goompi), the township is free of regional flooding. Development will therefore not be influenced by regional flood extents. Despite this, local stormwater run-off needs to be managed through stormwater drainage infrastructure.

While regional flood events do not affect Dunwich (Goompi), adequate easements or drainage infrastructure is required to manage local storm run-off. High intensity, short duration storm events are more likely to result in inundation related issues at Dunwich (Goompi).

In relation to storm tide hazard areas and other coastal hazards, the DSDMIP has commissioned a coastal hazard and risk assessment for Dunwich (Goompi) and One Mile. In addition, the State Government has recently commissioned a coastal hazard assessment for North Stradbroke Island (Minjerribah).



### Geotechnical

To the east of the master plan area, the underlying geology comprises quartz sand deposited in parabolic sand dunes of Pleistocene age, with slightly older units exposed further eastward.

The north-east portion of the master plan area is underlain by Holocene (recent) unconsolidated sediments, comprising mud, silt and peat; typically deposited in swampy areas.

The coast line south of the existing Junner Street Ferry Terminal is underlain by tidal deposits such as sand, gravel and mud. These deposits may be underlain by Pleistocene sand dunes.

The north-east section of the master plan area (near the Dunwich State School) is underlain by colluvial materials, probably from collapsed sand dunes.



## Recommendations

### Water Supply

The current Dunwich (Goompi) water demand (twelve months to September 2018) is 148 ML with an average use of 0.41 ML/d. The groundwater entitlement is 500 ML/annum and the treated water capacity is 1.20 ML/d (i.e. there is a large surplus in both raw and treated water supply capacity). The groundwater is sourced from naturally collected rainwater and contained as a freshwater lens and is largely free from both natural and man-made organics and other contaminants.

### Water Reticulation

The Dunwich (Goompi) water infrastructure was augmented in about 2010 to supply a projected 2025 community size of 1,671 people. The existing population is approximately 1,100 people. There is a general capacity to meet growth in demand within the existing system.

### Sewerage Reticulation

Dunwich's (Goompi's) sewerage infrastructure has recently been expanded to cover most of the town area apart from the elevated Illawong and Rainbow Crescent areas. That sewerage extends to the northern extent of Dunwich (Goompi) and could receive some additional flows from a potential new development to the north of Dunwich (Goompi), before augmentations would be required to the transfer system through to the southern sewerage treatment plant.

### Sewerage Treatment

The Dunwich (Goompi) sewerage treatment plant is operating at near its design parameters, but it has been assessed that it has capacity to accept sewage from about another 200 people. Assessment of the treatment plant's performance has been based on single monthly grab samples and appears to show that the treatment plant is performing well within its discharge requirements. A more detailed monitoring programme might show that the treatment plant has capacity to treat significantly more than the 200 people.

### Hydraulics

There is an opportunity to allow for increased subdivision and development (and a resulting increase in stormwater run-off) through forward planning of drainage infrastructure. This will likely include improving stormwater drainage infrastructure when the asset requires replacement or significant maintenance.

Future development should avoid areas where local inundation has been identified. It will also be required that future developments mitigate any potential impacts on stormwater discharge characteristics from their sites. This may mean that stormwater detention or treatment is required in order to prevent increases in peak discharge from site or contamination of stormwater run-off.

Any development along the coastline or within the storm tide hazard areas will need to be managed to ensure consistency with the outcomes of the coastal hazard assessment (currently under preparation).



### Key Findings for the Master Plan

The analysis shows there are no major constraints resulting from water infrastructure, sewage infrastructure, hydraulics and ground geology that restrict future development at Dunwich (Goompi).

However, the capacity of existing infrastructure to accommodate growth will need to be examined in further detail once the final master plan has been endorsed and the scale and location of any specific development opportunities are known.



# Planning and Land Use

**An assessment of the current planning context has been carried out, the findings of which identify the relevant policy and legislative frameworks to inform the master planning of Dunwich (Goompi).**

## Analysis, Insights and Recommendations

### Regional Planning

The regional plan for South East Queensland (SEQ), Shaping SEQ: South East Queensland Regional Plan establishes the framework for working with Aboriginal and Torres Strait Islanders in planning within the SEQ region and Dunwich (Goompi). It recognises the importance of engaging with Aboriginal and Torres Strait Islanders and respecting and reflecting their culture in planning for the region (see excerpt below). The supporting strategies highlight the need to appropriately recognise and reflect economic and social needs and the rights of Traditional Owners in planning for communities.

#### Element 1: Aboriginal and Torres Strait Islander peoples

Aboriginal and Torres Strait Islander peoples are engaged and their culture is respected and reflected in planning for the region	<b>Strategies:</b> <ol style="list-style-type: none"><li>1. Recognise and reflect the economic and social needs of Aboriginal and Torres Strait Islander communities in land use planning through consultation and engagement with those communities.</li><li>2. Recognise and reflect the procedural rights of Traditional Owners to be consulted at the outset and involved in land use planning for matters that may affect their rights.</li><li>3. Engage Traditional Owners to enable their cultural knowledge and connection to land and seascapes to be included in planning for communities and the sustainable management of cultural and natural resources (Map 5a and Table 11a).</li></ol>
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Shaping SEQ: South East Queensland Regional Plan - Goal 4, Element 1



View of One Mile Ferry Terminal

Draft Dunwich (Goompi) Master Plan 2019

Under Shaping SEQ, significant residential or urban development is not envisaged within Dunwich (Goompi), however, certain types of tourism activity, community facilities, sport and recreation, and limited industrial, commercial and retail activity may be possible. It is recognised that Dunwich (Goompi) will continue to play an important role into the future as the gateway and arrival point to North Stradbroke Island (Minjerribah) and as a town rich in heritage and culture.

### Local Planning

Redland City Council introduced a new planning scheme, City Plan, which commenced on 8 October 2018. The new planning scheme made some subtle changes to the development intent across Dunwich (Goompi). The changes allow for broader range of land uses within Dunwich (Goompi), including a more diverse range of accommodation options and increased opportunities for short-term accommodation.

### Planning Opportunities

**The planning assessment includes consideration of planning requirements over key development and future opportunity sites. The potential development opportunities sites are identified as:**

- sites that are identified for existing Minjerribah Futures projects.
- waterfront locations.
- Sibelco sites that may no longer be utilised following the cessation of mining.
- government-owned sites.
- large land holdings.

Potential development opportunities for these sites have been considered as part of the master planning process.

The map on the following page shows the existing zones that apply under the current planning scheme (City Plan).



### Key Findings for the Master Plan

Existing planning requirements that apply throughout Dunwich (Goompi) have been considered through the preparation of the draft Dunwich (Goompi) Master Plan.

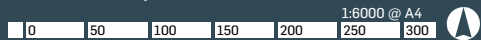
The draft Dunwich (Goompi) Master Plan introduces some ideas that may require subsequent changes to planning requirements, particularly at the local government level. This will be considered through a separate process (refer to the implementation plan at the end of this document for further details) to give effect to the master plan.

Legend

- Low Density Residential
- Low-Medium Density Residential
- Medium Density Residential
- Local Centre
- Recreation and Open Space
- Conservation
- Community Facilities
- Low Impact Industry
- Waterfront and Marine Industry



Redland City Plan Land Use Zones



1:6000 @ A4







NN:KW:14150L001  
29 January 2020

Urbis  
Level 7,  
123 Albert Street  
**BRISBANE QLD 4000**

**Attention: Kris Krpan**

[\(kkrpan@urbis.com.au\)](mailto:kkrpan@urbis.com.au)

Dear Kris,

## **DUNWICH (GOOMP) MASTER PLAN**

As requested, we have prepared a high-level master plan cost estimate for the catalyst projects identified in the Dunwich (Goompi) master plan based on the design documentation and scope of works provided by Urbis.

The scope of works included in our high-level cost estimate each catalyst project is listed below;

- Catalyst Project 1a - Junner Street Ferry Terminal
  - Scope of works included for demolition and remediation of Sibelco site, refurbishment of barge access and queuing area, new carpark, new entry plaza and ferry terminals, east west escarpment link and Boardwalk connection to QUAMPI
- Catalyst Project 1b - One Mile Ferry Terminal
  - Scope of works included for demolition works, refurbishment of barge & boat access and queuing area, new carpark including on street parking and new entry plaza
- Catalyst Project 2 – Streetscape Upgrade
  - Scope of works included for upgrade of street scape to Junner Street and Ballow road shared zone area
- Catalyst Project 3 – Recreation Foreshore
  - Scope of works included for demolition works, Jack lane artwork walk, Foreshore park upgrade, upgrade to playground, Landscaped amphitheatre, Foreshore plaza and new carpark including on street parking
- Catalyst Project 6 – Parking Strategy
  - Scope of works included for demolition works, new carpark including on street parking and new entry plaza

Our total estimated project cost is in the order of **\$98,550,600** excluding GST for Catalyst Project 1a, 1b, 2, 3 and 6. A summary of the estimate is provided below. Please refer to Appendix A to E for further breakdown of our estimates.

	Catalyst Project 1a	Catalyst Project 1b	Catalyst Project 2	Catalyst Project 3	Catalyst Project 6	TOTAL
Net Cost	27,922,700	10,339,700	2,236,200	14,410,900	3,710,100	58,619,600
Preliminaries and Margin	6,202,200	2,296,900	517,100	3,332,000	858,000	13,206,200
Locality allowance	4,954,400	1,834,700	413,100	2,661,400	685,300	10,548,900
<b>Total Construction Cost</b>	<b>39,079,300</b>	<b>14,471,300</b>	<b>3,166,400</b>	<b>20,404,300</b>	<b>5,253,400</b>	<b>82,374,700</b>
Principal's Costs	Excl	Excl	Excl	Excl	Excl	Excl
Professional Fees	Excl	Excl	Excl	Excl	Excl	Excl
Strategic Contingency / Risk	7,597,300	2,813,300	633,300	4,081,200	1,050,800	16,175,900
<b>Total Project Cost</b>	<b>46,676,600</b>	<b>17,284,600</b>	<b>3,799,700</b>	<b>24,485,500</b>	<b>6,304,200</b>	<b>98,550,600</b>
Escalation	Excl	Excl	Excl	Excl	Excl	Excl
GST	Excl	Excl	Excl	Excl	Excl	Excl
<b>Total Construction Cost (Excl GST)</b>	<b>46,676,600</b>	<b>17,284,600</b>	<b>3,799,700</b>	<b>24,485,500</b>	<b>6,304,200</b>	<b>98,550,600</b>

## INFORMATION USED

Our estimates have been based on the following design documentation provided by Urbis:

- Drawing No: URB-PLN-000: Coversheet
- Drawing No: URB-PLN-001: Junner Street Ferry Terminal
- Drawing No: URB-PLN-002: One Mile Ferry Terminal
- Drawing No: URB-PLN-003: One Mile Ferry Terminal
- Drawing No: URB-PLN-004: Parking I
- Dunwich - Schedule of Works to be Costed

## COSTING METHODOLOGY

We have adopted a high-level unit rate method to prepare the estimates from our cost data base, benchmarked against similar projects.

## ASSUMPTIONS

The following assumptions have been made in our estimates:

- Contractor undertaking the works will have unimpeded access to the site and full control of the site
- Space for site facility will be provided within the site at free of charge
- No interference of services lines / no requirement for diverting the existing services
- Labour will be a combination of permanent and contract labour
- Productivity rates are as expected in the industry for a project of this nature
- Existing services will have sufficient capacity to connect (electrical, water, sewer and communication) and minor allowances made for new connections / minor reticulation for all services mains except sewer main
- For Catalyst projects 1a, the site contamination is assumed to be 50% of the site area will be excavated to 1.5m deep and disposed off site and replace with clean imported fill
- For Catalyst projects 1a, re-establish barge lanes including deep water access scope of works includes new mooring piles, deepening of bay (assumed 50m wide x 100m long x 2 m deep excavation/dredging)
- For Catalyst projects 1a, the new ferry terminal will be similar size to the existing ferry terminal

- Ferry terminals, barge operation and boat ramps will be closed during construction
- Feature pavement is assumed as 90% coloured concrete and 10% of stones
- All existing mooring piles and marine structural piles will be removed where new marine structures replacing the existing structures
- All works will be complete during normal working hours

## EXCLUSIONS

The following exclusions have been made in our estimates:

- Audio Visual to amphitheatre
- Staging, night works
- Protection/diversion of existing services
- Removal of contaminated or hazardous material except specifically identified for Catalyst project 1a
- Removal of any surplus excavated material off site
- Environmental and Cultural Heritage approvals
- Principal's cost
- Professional fees
- Approval and permits
- Temporary ferry terminal/boat ramp arrangements during construction
- Escalation
- Loss of revenue, income and disruption costs to operations during works
- Legal and finance charges
- Goods and Services Tax (GST)
- Statutory Fees and Charges.

We trust this meets with your requirements, but if you have any queries or require further information please do not hesitate to contact the undersigned.

Yours sincerely,

**Nav Nadarajah**  
Associate  
Rider Levett Bucknall  
nav.nadarajah@au.rlb.com



**APPENDIX A:  
CATALYST PROJECT 1A - JUNNER STREET FERRY TERMINAL**

DRAFT

# Dunwich Masterplan - Stradbroke Island

## ROM Cost Estimate

Location Summary

SA: Site Area  
Rates Current At January 2020

Location	SA m <sup>2</sup>	Cost/m <sup>2</sup>	Total Cost
<b>A CATALYST PROJECT 1A - JUNNER STREET FERRY TERMINAL</b>			
A1 DEMOLITION & REMEDIATION			
A1A Sibelco Site			4,424,700
A1B Existing Barge / Ferry Terminal			1,587,500
<i>A1 - DEMOLITION &amp; REMEDIATION</i>			\$6,012,200
A2 REFURBISHED BARGE ACCESS & QUEING AREA	8,437	762	6,430,000
A3 NEW CARPARK	2,781	224	623,700
A4 NEW ENTRY PLAZA & FERRY TERMINALS	7,476	1,350	10,093,900
A5 EAST WEST ESCARPMENT LINK	2,266	432	979,700
A6 BOARDWALK CONNECTION TO QUAMPI			3,783,200
<b>A - CATALYST PROJECT 1A - JUNNER STREET FERRY TERMINAL</b>			<b>20,960    \$1,332    \$27,922,700</b>
<b>ESTIMATED NET COST</b>			<b>20,960    \$1,332    \$27,922,700</b>
<b>MARGINS &amp; ADJUSTMENTS</b>			
Preliminaries	14.0 %		\$3,755,700
Margin	8.0 %		\$2,446,500
Locality allowance	15.0 %		\$4,954,400
Contingency	20.0 %		\$7,597,300
Professional Fees			Excl.
Principal's cost			Excl.
Statutory Fees and Charges including approvals			Excl.
Escalation			Excl.
All costs relating to the Building Industry Fairness (Security of Payment) Act 2017			Excl.
Goods and Services Tax			Excl.
<b>ESTIMATED TOTAL COST</b>			<b>20,960    \$2,227    \$46,676,600</b>

# Dunwich Masterplan - Stradbroke Island

## ROM Cost Estimate

Location Elements/Trades Item

### A CATALYST PROJECT 1A - JUNNER STREET FERRY TERMINAL

A1 DEMOLITION & REMEDIATION

A1A Sibelco Site

Rates Current At January 2020

Description	Unit	Qty	Rate	Total
<b>EE External Elements</b>				
1 Remove existing Sibelco infrastructure including fencing, structures located, in water silos, plant etc	Item			988,700
2 Demolish existing hardstand	m <sup>2</sup>	5,879	37	214,200
3 Clear and grub existing vegetation	m <sup>2</sup>	2,331	9	19,500
4 Remediate areas of contamination	Item			1,665,200
5 Stabilise rock revetment wall surrounding Sibelco site	m	224	2,603	582,900
6 Allowance for bulk earthwork (assumed 1m imported fill to the entire site)	m <sup>3</sup>	8,960	84	746,000
49 Allowance for locating and protecting / diverting existing services	Item			208,200
				<b>External Elements</b>
				<b>\$4,424,700</b>
				<b>SIBIELCO SITE</b>
				<b>\$4,424,700</b>





# Dunwich Masterplan - Stradbroke Island

## ROM Cost Estimate

Location Elements/Trades Item

**A CATALYST PROJECT 1A - JUNNER STREET FERRY TERMINAL**  
**A2 REFURBISHED BARGE ACCESS & QUEING AREA**

SA: 8,437 m<sup>2</sup> Cost/m<sup>2</sup>: \$762  
 Rates Current At January 2020

Description	Unit	Qty	Rate	Total
<b>EE External Elements</b>				
15 Extend existing barge access ramp and tie into adjacent boat ramp	m <sup>2</sup>	1,015	833	845,100
16 Re-establish barge lanes including deep water access (new mooring piles and deepening of bay)	No	2	529,700	1,059,400
17 Re-establish queuing area with combination of decorative asphalt and decorative concrete, including ancillary line marking and signage as required	m <sup>2</sup>	5,150	261	1,339,800
18 Install new feature pavement walk along convict wall and allow for interpretive signage, artwork, decorative pavers, balustrades and streetscape furniture	m <sup>2</sup>	1,038	313	324,100
19 Make good existing convict wall, restore as required per heritage advice	m	170	1,042	177,000
20 Allow for new entry statement at entrance to site and also from Barge Access Ramp	Item			208,200
21 Allow for code lighting	m <sup>2</sup>	5,150	37	187,600
22 Allow for shade structures along convict walk and interface with adjacent carpark	m <sup>2</sup>	1,038	1,249	1,296,300
23 Allow for new feature and shade trees in area	m <sup>2</sup>	2,531	84	210,800
24 Allow for feature planting	m <sup>2</sup>	1,312	63	82,000
55 Allowance for bulk earthworks (assumed 0.5m imported fill to entire site)	m <sup>3</sup>	4,219	84	351,300
193 Allow for stormwater drainage	m <sup>2</sup>	5,150	32	160,900
194 Allow for minor electrical works (connections / reticulation works)	Item			104,100
195 Allow for communication works (connections / reticulation)	Item			52,100
196 Allow for water main works (connections / minor reticulation)	Item			31,300
			<b>\$762/m<sup>2</sup></b>	<b>\$6,430,000</b>
<b>External Elements</b>				
<b>REFURBISHED BARGE ACCESS &amp; QUEING AREA</b>			<b>\$762/m<sup>2</sup></b>	<b>\$6,430,000</b>

# Dunwich Masterplan - Stradbroke Island

## ROM Cost Estimate

Location Elements/Trades Item

**A CATALYST PROJECT 1A - JUNNER STREET FERRY TERMINAL**  
**A3 NEW CARPARK**

SA: 2,781 m<sup>2</sup> Cost/m<sup>2</sup>: \$224  
 Rates Current At January 2020

Description	Unit	Qty	Rate	Total
<b>EE External Elements</b>				
21 Allow for code lighting	m <sup>2</sup>	2,781	37	101,200
36 Construct new asphalt carpark with WSUD principles	m <sup>2</sup>	2,479	125	309,500
38 Allow for feature planting	Item			62,500
39 Provide pedestrian connection to adjacent Barge Access Area and Entry Plaza (assumed pedestrian linemarking and signage)	Item			20,900
197 Allow for stormwater drainage	m <sup>2</sup>	2,479	32	77,500
198 Allow for minor electrical works (connections / reticulation works)	Item			52,100
			<b>External Elements</b>	<b>\$224/m<sup>2</sup></b>
			<b>NEW CARPARK</b>	<b>\$224/m<sup>2</sup></b>
				<b>\$623,700</b>
				<b>\$623,700</b>



# Dunwich Masterplan - Stradbroke Island

## ROM Cost Estimate

Location Elements/Trades Item

**A CATALYST PROJECT 1A - JUNNER STREET FERRY TERMINAL**  
**A4 NEW ENTRY PLAZA & FERRY TERMINALS**

SA: 7,476 m<sup>2</sup> Cost/m<sup>2</sup>: \$1,350  
 Rates Current At January 2020

Description	Unit	Qty	Rate	Total
<b>EE External Elements</b>				
24 Allow for feature planting	m <sup>2</sup>	603	63	37,700
25 Construct new pedestrian priority shared zone with layby area for car and bus passenger set down, including decorative pavement and WSUD elements in hardstand area	m <sup>2</sup>	1,358	261	353,400
26 Allow for artwork, wayfinding elements	m <sup>2</sup>	7,476	63	466,700
27 Allow for entry statement at ferry terminal interface	Item			31,300
28 Relocate existing ferry terminal	No	1	364,300	364,300
29 Supply and construct new bespoke shelters on grade	m <sup>2</sup>	216	1,250	269,800
30 Supply and construct bespoke buildings for hospitality, amenities and retail functions	m <sup>2</sup>	1,221	2,602	3,176,800
31 Feature pavement to plaza area (assumed 90% coloured concrete and 10% stone)	m <sup>2</sup>	3,241	313	1,011,900
32 Supply and install new external furniture	m <sup>2</sup>	3,241	42	134,900
33 Allow for code and feature lighting	m <sup>2</sup>	7,476	63	466,700
34 Allow for new feature and shade trees in area	m <sup>2</sup>	7,476	42	311,400
35 Allow for lawn spillout including sculptural mounds	m <sup>2</sup>	1,473	209	306,700
56 Supply and construction additional new ferry terminal (assumed similar size as existing ferry terminal)	No	1	2,612,100	2,612,100
57 Provide new formalized pedestrian access to water from top of reventment wall along south east interface	m	120	470	56,300
199 Allow for stormwater drainage	m <sup>2</sup>	7,476	32	233,500
200 Allow for minor electrical works (connections / reticulation works)	Item			156,200
201 Allow for communication works (connections / reticulation)	Item			52,100
202 Allowance for water main works (connections / minor reticulation)	Item			52,100
			<b>\$1,350/m<sup>2</sup></b>	<b>\$10,093,900</b>
			<b>\$1,350/m<sup>2</sup></b>	<b>\$10,093,900</b>

# Dunwich Masterplan - Stradbroke Island

## ROM Cost Estimate

Location Elements/Trades Item

**A CATALYST PROJECT 1A - JUNNER STREET FERRY TERMINAL**  
**A5 EAST WEST ESCARPMENT LINK**

SA: 2,266 m<sup>2</sup> Cost/m<sup>2</sup>: \$432  
 Rates Current At January 2020

Description	Unit	Qty	Rate	Total
<b>EE External Elements</b>				
21 Allow for code lighting	m <sup>2</sup>	2,266	37	82,600
24 Allow for feature planting	m <sup>2</sup>	703	63	43,900
40 Construct driveway connecting Entry Plaza, New Carpark and Refurbished Barge Access Area	m <sup>2</sup>	806	146	117,500
41 Provide new pedestrian link connecting Recreation Foreshore Park to Cultural Boardwalk Link, including decorative pavement (Assumed no shelters)	m <sup>2</sup>	290	260	75,400
42 Allowance for make safe escarpment / cliff face	Item			156,100
43 Provide shelter at either end of pedestrian link with outlook over the water	No	2	62,450	124,900
44 Supply and install new external furniture and wayfinding elements	m <sup>2</sup>	2,266	21	47,300
45 Allow for new feature and shade trees in area	m <sup>2</sup>	2,266	63	141,500
46 Allow for lawn spillout	m <sup>2</sup>	162	33	5,200
203 Allow for stormwater drainage	m <sup>2</sup>	2,266	32	70,700
204 Allow for minor electrical works (connections / reticulation works)	Item			52,000
205 Allow for communication works (connections / reticulation)	Item			31,300
206 Allowance for water main works (connections / minor reticulation)	Item			31,300
			<b>\$432/m<sup>2</sup></b>	<b>\$979,700</b>
<b>External Elements</b>				
<b>EAST WEST ESCARPMENT LINK</b>			<b>\$432/m<sup>2</sup></b>	<b>\$979,700</b>

# Dunwich Masterplan - Stradbroke Island

## ROM Cost Estimate

Location Elements/Trades Item

### A CATALYST PROJECT 1A - JUNNER STREET FERRY TERMINAL

A6 BOARDWALK CONNECTION TO QUAMPI

Rates Current At January 2020

Description	Unit	Qty	Rate	Total
<b>EE External Elements</b>				
47 Elevated boardwalk to include timber pavement, steel balustrade with timber posts	m <sup>2</sup>	682	3,955	2,697,200
48 Built outs to be timber pavement with shelters, seating, tree planting and steel balustrade with timber posts	m <sup>2</sup>	186	5,412	1,006,600
207 Allow for communication works (connections / reticulation)	Item			31,300
208 Allowance for water main works (connections / minor reticulation)	Item			20,900
209 Allowance for lighting	m <sup>2</sup>	867	32	27,200
<b>External Elements</b>				<b>\$3,783,200</b>
<b>BOARDWALK CONNECTION TO QUAMPI</b>				<b>\$3,783,200</b>



**APPENDIX B:  
CATALYST PROJECT 1B - ONE MILE FERRY TERMINAL**

DRAFT

# Dunwich Masterplan - Stradbroke Island

## ROM Cost Estimate

Location Summary

SA: Site Area  
Rates Current At January 2020

Location	SA m <sup>2</sup>	Cost/m <sup>2</sup>	Total Cost
<b>B CATALYST PROJECT 1B - ONE MILE FERRY TERMINAL</b>			
B1 Demolition & Remediation			745,400
B2 Refurbished Barge Access and Boat Access & Queing Area	2,232	2,652	5,919,100
B3 New Carpark & On Street parking	4,405	464	2,042,200
B4 New Entry Plaza	1,678	973	1,633,000
<b>B - CATALYST PROJECT 1B - ONE MILE FERRY TERMINAL</b>	<b>8,315</b>	<b>\$1,243</b>	<b>\$10,339,700</b>
<b>ESTIMATED NET COST</b>	<b>8,315</b>	<b>\$1,243</b>	<b>\$10,339,700</b>
<b>MARGINS &amp; ADJUSTMENTS</b>			
Preliminaries	14.0 %		\$1,390,900
Margin	8.0 %		\$906,000
Locality allowance	15.0 %		\$1,834,700
Contingency	20.0 %		\$2,813,300
Professional Fees			Excl.
Principal's cost			Excl.
Statutory Fees and Charges including approvals			Excl.
Escalation			Excl.
All costs relating to the Building Industry Fairness (Security of Payment) Act 2017			Excl.
Goods and Services Tax			Excl.
<b>ESTIMATED TOTAL COST</b>	<b>8,315</b>	<b>\$2,079</b>	<b>\$17,284,600</b>

# Dunwich Masterplan - Stradbroke Island

## ROM Cost Estimate

Location Elements/Trades Item

### B CATALYST PROJECT 1B - ONE MILE FERRY TERMINAL

B1 Demolition & Remediation

Rates Current At January 2020

Description	Unit	Qty	Rate	Total
<b>EE External Elements</b>				
53 Allowance for locating and protecting / diverting existing services	Item			156,100
99 Demolish existing boat ramp	m <sup>2</sup>	144	157	22,500
100 Demolish and remove existing top coat of asphalt in area and dispose from site	m <sup>2</sup>	3,732	63	233,100
102 Demolish and remove existing vegetation and trees	m <sup>2</sup>	3,763	21	78,400
115 Allow to demolish street furniture, fencing etc	m <sup>2</sup>	8,314	11	86,700
116 Minor stabilisation works to rock reventment wall	m	108	1,562	168,600
				<b>External Elements</b>
				<b>\$745,400</b>
				<b>DEMOLITION &amp; REMEDIATION</b>
				<b>\$745,400</b>







# Dunwich Masterplan - Stradbroke Island

## ROM Cost Estimate

Location Elements/Trades Item

**B CATALYST PROJECT 1B - ONE MILE FERRY TERMINAL**  
B4 New Entry Plaza

SA: 1,678 m<sup>2</sup> Cost/m<sup>2</sup>: \$973  
Rates Current At January 2020

Description	Unit	Qty	Rate	Total
<b>EW External Walls</b>				
221 Allowance for water main works (connections / minor reticulation)	Item			31,300
			<b>External Walls</b>	<b>\$19/m<sup>2</sup></b>
				<b>\$31,300</b>
<b>EE External Elements</b>				
24 Allow for feature planting	m <sup>2</sup>	347	63	21,800
26 Allow for artwork, wayfinding elements	m <sup>2</sup>	1,678	63	104,800
31 Feature pavement to plaza area (assumed 90% coloured concrete and 10% stone)	m <sup>2</sup>	415	313	129,500
32 Supply and install new external furniture	m <sup>2</sup>	1,678	42	70,000
33 Allow for code and feature lighting	m <sup>2</sup>	1,678	63	104,800
35 Allow for lawn spillout including sculptural mounds	m <sup>2</sup>	189	209	39,400
78 Allow for seating walls	m	34	1,148	39,000
92 Allow for feature and shade trees in area	Item			156,100
110 Construct new pedestrian priority shared zone with layby area for car and bus passenger set down including decorative pavement	m <sup>2</sup>	713	313	222,600
111 Allow for entry statement at ferry terminal interface	No	1	52,100	52,100
113 Provide pedestrian connection to adjacent new carpark	Item			104,000
179 Allow for minor earthworks	m <sup>2</sup>	1,678	32	52,500
180 New revetment wall to plaza area	m	30	9,884	296,500
218 Allow for stormwater drainage	m <sup>2</sup>	1,678	32	52,500
219 Allow for minor electrical works (connections / reticulation works)	Item			104,000
220 Allow for communication works (connections / reticulation)	Item			52,100
			<b>External Elements</b>	<b>\$955/m<sup>2</sup></b>
			<b>NEW ENTRY PLAZA</b>	<b>\$973/m<sup>2</sup></b>
				<b>\$1,601,700</b>
				<b>\$1,633,000</b>



**APPENDIX C:  
CATALYST PROJECT 2 – STREETScape UPGRADE**

DRAFT

# Dunwich Masterplan - Stradbroke Island

## ROM Cost Estimate

Location Summary

SA: Site Area  
Rates Current At January 2020

Location	SA m <sup>2</sup>	Cost/m <sup>2</sup>	Total Cost
<b>C CATALYST PROJECT 2 - STREETSCAPE UPGRADE TERMINAL</b>			
C1 Streetscape Upgrade - Junner Street			762,000
C2 Streetscape Upgrade - Ballow Road Shared Zone			1,474,200
<b>C - CATALYST PROJECT 2 - STREETSCAPE UPGRADE TERMINAL</b>			<b>\$2,236,200</b>
<b>ESTIMATED NET COST</b>			<b>\$2,236,200</b>
<b>MARGINS &amp; ADJUSTMENTS</b>			
Preliminaries	14.0 %		\$313,100
Margin	8.0 %		\$204,000
Locality allowance	15.0 %		\$413,100
Contingency	20.0 %		\$633,300
Professional Fees			Excl.
Principal's cost			Excl.
Statutory Fees and Charges including approvals			Excl.
Escalation			Excl.
All costs relating to the Building Industry Fairness (Security of Payment) Act 2017			Excl.
Goods and Services Tax			Excl.
<b>ESTIMATED TOTAL COST</b>			<b>\$3,799,700</b>

# Dunwich Masterplan - Stradbroke Island

## ROM Cost Estimate

Location Elements/Trades Item

### C CATALYST PROJECT 2 - STREETScape UPGRADE TERMINAL

C1 Streetscape Upgrade - Junner Street

Rates Current At January 2020

Description	Unit	Qty	Rate	Total
<b>EE External Elements</b>				
181 Allow for feature tree planting (400L) both side of the road every 10m	No	64	2,500	160,000
182 Allow for ground cover planting along the both sides of the road	m <sup>2</sup>	2,560	60	153,600
183 Allow for light poles with flags lines (including removal of existing poles)	No	6	18,500	111,000
184 Allow for wide concrete footpath with benches	m <sup>2</sup>	960	220	211,200
222 Allow for stormwater drainage	m <sup>2</sup>	2,560	20	51,200
223 Allow for minor electrical works (connections / reticulation works)	Item			45,000
224 Allow for communication works (connections / reticulation)	Item			30,000
<b>External Elements</b>				<b>\$762,000</b>
<b>STREETScape UPGRADE - JUNNER STREET</b>				<b>\$762,000</b>



# Dunwich Masterplan - Stradbroke Island

## ROM Cost Estimate

Location Elements/Trades Item

### C CATALYST PROJECT 2 - STREETScape UPGRADE TERMINAL

C2 Streetscape Upgrade - Ballow Road Shared Zone

Rates Current At January 2020

Description	Unit	Qty	Rate	Total
<b>EE External Elements</b>				
94 Allow for footpath	m <sup>2</sup>	2,014	121	241,700
118 Construct new asphalt road with WSUD principles	m <sup>2</sup>	4,918	121	590,200
185 Allowa for feature tree plannting (400L) both side of the road at every 400m2	No	23	2,500	57,500
186 Allow for ground cover planting at parking bays	m <sup>2</sup>	1,152	61	69,200
226 Allow for stormwater drainage	m <sup>2</sup>	4,918	31	147,600
227 Allow for minor electrical works (connections / reticulation works)	Item			80,000
228 Allow for communication works (connections / reticulation)	Item			45,000
229 Allowance for water main works (connections / minor reticulation)	Item			35,000
266 Allow for minor earthworks	m <sup>2</sup>	6,931	31	208,000
			<b>External Elements</b>	<b>\$1,474,200</b>
			<b>STREETScape UPGRADE - BALLOW ROAD SHARED ZONE</b>	<b>\$1,474,200</b>

**APPENDIX D:  
CATALYST PROJECT 3 – RECREATION FORESHORE**

DRAFT

# Dunwich Masterplan - Stradbroke Island

## ROM Cost Estimate

Location Summary

SA: Site Area  
Rates Current At January 2020

Location	SA m <sup>2</sup>	Cost/m <sup>2</sup>	Total Cost
<b>D CATALYST PROJECT 3 - RECREATION FORESHORE</b>			
D1 Demolition & Remediation			1,522,100
D2 Jack Lane Art Work Walk	3,547	371	1,316,500
D3 Foreshore Park	20,082	203	4,068,300
D4 Playground	1,515	1,466	2,220,400
D5 Landscaped Amphitheatre	12,285	282	3,470,400
D6 Foreshore Plaza	654	1,317	861,400
D7 New Car Parks & On-Street Parking	2,481	384	951,800
<b>D - CATALYST PROJECT 3 - RECREATION FORESHORE</b>	<b>40,564</b>	<b>\$355</b>	<b>\$14,410,900</b>
<b>ESTIMATED NET COST</b>	<b>40,564</b>	<b>\$355</b>	<b>\$14,410,900</b>
<b>MARGINS &amp; ADJUSTMENTS</b>			
Preliminaries	14.0 %		\$2,017,600
Margin	8.0 %		\$1,314,400
Locality allowance	15.0 %		\$2,661,400
Contingency	20.0 %		\$4,081,200
Professional Fees			Excl.
Principal's cost			Excl.
Statutory Fees and Charges including approvals			Excl.
Escalation			Excl.
All costs relating to the Building Industry Fairness (Security of Payment) Act 2017			Excl.
Goods and Services Tax			Excl.
<b>ESTIMATED TOTAL COST</b>	<b>40,564</b>	<b>\$604</b>	<b>\$24,485,500</b>



# Dunwich Masterplan - Stradbroke Island

## ROM Cost Estimate

Location Elements/Trades Item

### D CATALYST PROJECT 3 - RECREATION FORESHORE

D1 Demolition & Remediation

Rates Current At January 2020

Description	Unit	Qty	Rate	Total
<b>EE External Elements</b>				
58 Demolish existing pavement	m <sup>2</sup>	1,428	61	85,700
59 Demolish existing playgrounds	Item			150,000
60 Demolish existing skate park - including backfilling	m <sup>2</sup>	202	300	60,600
61 Demolish existing amenities block	m <sup>2</sup>	129	151	19,400
62 Demolish existing shelters	m <sup>2</sup>	184	100	18,400
63 Remove existing trees	No	4	2,000	8,000
64 Remove damaged turf	m <sup>2</sup>	28,471	7	170,900
65 Demolish existing park furniture	Item			100,000
66 Allowance for locating and protecting / diverting existing services including comms tower at Jack Lane	Item			150,000
67 Demolish and remove existing asphalt to Jack Lane	m <sup>2</sup>	788	61	47,300
97 Allowance for minor bulk earthwork	m <sup>2</sup>	28,471	26	711,800
			<b>External Elements</b>	<b>\$1,522,100</b>
			<b>DEMOLITION &amp; REMEDIATION</b>	<b>\$1,522,100</b>

# Dunwich Masterplan - Stradbroke Island

## ROM Cost Estimate

Location Elements/Trades Item

### D CATALYST PROJECT 3 - RECREATION FORESHORE

D2 Jack Lane Art Work Walk

SA: 3,547 m<sup>2</sup> Cost/m<sup>2</sup>: \$371  
Rates Current At January 2020

Description	Unit	Qty	Rate	Total
<b>EE External Elements</b>				
26 Allow for artwork, wayfinding elements	m <sup>2</sup>	3,547	61	212,800
32 Supply and install new external furniture	m <sup>2</sup>	3,547	41	141,800
33 Allow for code and feature lighting	m <sup>2</sup>	3,547	61	212,800
69 Allow for feature stone pavement (assumed 90% coloured concrete and 10% stone)	m <sup>2</sup>	619	300	185,700
70 Allow for shade structures	m <sup>2</sup>	3,547	41	141,900
189 Allow for planting	Item			25,000
230 Allow for stormwater drainage	m <sup>2</sup>	3,547	31	106,500
231 Allow for minor electrical works (connections / reticulation works)	Item			150,000
232 Allow for communication works (connections / reticulation)	Item			80,000
233 Allowance for water main works (connections / minor reticulation)	Item			60,000
			<b>External Elements</b>	<b>\$371/m<sup>2</sup> \$1,316,500</b>
			<b>JACK LANE ART WORK WALK</b>	<b>\$371/m<sup>2</sup> \$1,316,500</b>

# Dunwich Masterplan - Stradbroke Island

## ROM Cost Estimate

Location Elements/Trades Item

### D CATALYST PROJECT 3 - RECREATION FORESHORE

D3 Foreshore Park

SA: 20,082 m<sup>2</sup> Cost/m<sup>2</sup>: \$203  
Rates Current At January 2020

Description	Unit	Qty	Rate	Total
<b>EE External Elements</b>				
71 Allowance for upgrade existing swimming enclosure	Item			250,000
72 Allowance for provide link to existing swimming enclosure	Item			150,000
73 Construct compliant walkway connecting Junner Street, play park and Ron Stark Oval	m <sup>2</sup>	3,138	181	564,900
74 Allow for planting	m <sup>2</sup>	3,300	60	198,000
75 Allow for feature tree planting to perimeter	m <sup>2</sup>	1,401	121	168,200
76 Construct pandanus grove including ex-ground pandanus in turf	m <sup>2</sup>	1,900	60	114,000
77 Allow for turfing	m <sup>2</sup>	13,438	25	335,900
78 Allow for seating walls	m	489	1,100	537,900
79 Refurbish old camping permit building to new amenity block	Item			350,000
80 Allow for shelters with BBQ facilities, seating and tables	m <sup>2</sup>	362	950	343,900
81 Allow for bike racks, bins, cultural historic facilities, bollards, wayfinding signage	m <sup>2</sup>	20,082	21	401,700
234 Allow for stormwater drainage	m <sup>2</sup>	13,438	21	268,800
235 Allow for minor electrical works (connections / reticulation works)	Item			200,000
236 Allow for communication works (connections / reticulation)	Item			100,000
237 Allowance for water main works (connections / minor reticulation)	Item			85,000
			<b>External Elements</b>	<b>\$203/m<sup>2</sup> \$4,068,300</b>
			<b>FORESHORE PARK</b>	<b>\$203/m<sup>2</sup> \$4,068,300</b>





# Dunwich Masterplan - Stradbroke Island

## ROM Cost Estimate

Location Elements/Trades Item

### D CATALYST PROJECT 3 - RECREATION FORESHORE

D5 Landscaped Amphitheatre

SA: 12,285 m<sup>2</sup> Cost/m<sup>2</sup>: \$282  
Rates Current At January 2020

Description	Unit	Qty	Rate	Total
<b>EE External Elements</b>				
21 Allow for code lighting	m <sup>2</sup>	12,285	35	429,900
74 Allow for planting	m <sup>2</sup>	500	60	30,000
77 Allow for turfing	m <sup>2</sup>	7,587	25	189,700
78 Allow for seating walls	m	988	1,100	1,086,800
84 Allow for commercial container for tenancies	m <sup>2</sup>	271	2,500	677,500
98 Allow for new concrete paved areas	m <sup>2</sup>	2,504	200	500,800
242 Allow for stormwater drainage	m <sup>2</sup>	12,285	20	245,700
243 Allow for minor electrical works (connections / reticulation works)	Item			150,000
244 Allow for communication works (connections / reticulation)	Item			85,000
245 Allowance for water main works (connections / minor reticulation)	Item			75,000
			<b>External Elements</b>	<b>\$282/m<sup>2</sup> \$3,470,400</b>
			<b>LANDSCAPED AMPHITHEATRE</b>	<b>\$282/m<sup>2</sup> \$3,470,400</b>





# Dunwich Masterplan - Stradbroke Island

## ROM Cost Estimate

Location Elements/Trades Item

### D CATALYST PROJECT 3 - RECREATION FORESHORE

D7 New Car Parks & On-Street Parking

SA: 2,481 m<sup>2</sup> Cost/m<sup>2</sup>: \$384  
Rates Current At January 2020

Description	Unit	Qty	Rate	Total
<b>EE External Elements</b>				
21 Allow for code lighting	m <sup>2</sup>	2,481	35	86,900
24 Allow for feature planting	m <sup>2</sup>	675	61	40,500
32 Supply and install new external furniture	m <sup>2</sup>	2,481	41	99,300
36 Construct new asphalt carpark with WSUD principles	m <sup>2</sup>	1,806	121	216,800
45 Allow for new feature and shade trees in area	m <sup>2</sup>	2,481	60	148,800
90 Allow for ancillary vehicular line marking and signage	Item			30,000
98 Allow for new concrete paved areas	m <sup>2</sup>	550	200	110,000
250 Allow for stormwater drainage	m <sup>2</sup>	2,481	31	74,500
251 Allow for minor electrical works (connections / reticulation works)	Item			80,000
252 Allow for communication works (connections / reticulation)	Item			30,000
253 Allowance for water main works (connections / minor reticulation)	Item			35,000
<b>External Elements</b>			<b>\$384/m<sup>2</sup></b>	<b>\$951,800</b>
<b>NEW CAR PARKS &amp; ON-STREET PARKING</b>			<b>\$384/m<sup>2</sup></b>	<b>\$951,800</b>

**APPENDIX E:  
CATALYST PROJECT 6 – PARKING STRATEGY**

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# Dunwich Masterplan - Stradbroke Island

## ROM Cost Estimate

Location Elements/Trades Item

### E CATALYST PROJECT 6 - PARKING STRATEGY

E1 DEMOLITION & REMEDIATION

Rates Current At January 2020

Description	Unit	Qty	Rate	Total
<b>EE External Elements</b>				
49 Allowance for locating and protecting / diverting existing services	Item			100,000
87 Demolish existing pavement	m <sup>2</sup>	4,703	41	188,200
88 Remove existing vegetation	m <sup>2</sup>	15,173	7	91,100
115 Allow to demolish street furniture, fencing etc	m <sup>2</sup>	15,173	10	151,700
254 Allow for stormwater drainage	m <sup>2</sup>	15,173	21	303,500
255 Allow for minor electrical works (connections / reticulation works)	Item			150,000
256 Allow for communication works (connections / reticulation)	Item			60,000
257 Allowance for water main works (connections / minor reticulation)	Item			50,000
<b>External Elements</b>				<b>\$1,094,500</b>
<b>DEMOLITION &amp; REMEDIATION</b>				<b>\$1,094,500</b>

# Dunwich Masterplan - Stradbroke Island

## ROM Cost Estimate

Location Elements/Trades Item

### E CATALYST PROJECT 6 - PARKING STRATEGY

E2 NEW CAR PARKS & ON-STREET PARKING

E2A Barton Street

SA: 4,509 m<sup>2</sup> Cost/m<sup>2</sup>: \$254  
Rates Current At January 2020

Description	Unit	Qty	Rate	Total
<b>EE External Elements</b>				
21 Allow for code lighting	m <sup>2</sup>	4,509	35	157,800
36 Construct new asphalt carpark with WSUD principles	m <sup>2</sup>	3,198	120	383,700
74 Allow for planting	m <sup>2</sup>	1,061	61	63,700
90 Allow for ancillary vehicular line marking and signage	Item			25,000
92 Allow for feature and shade trees in area	Item			100,000
190 Allow for minor earthworks	m <sup>2</sup>	4,509	31	135,300
258 Allow for stormwater drainage	m <sup>2</sup>	4,509	21	90,200
259 Allow for minor electrical works (connections / reticulation works)	Item			100,000
260 Allow for communication works (connections / reticulation)	Item			60,000
261 Allowance for water main works (connections / minor reticulation)	Item			30,000
<b>External Elements</b>			<b>\$254/m<sup>2</sup></b>	<b>\$1,145,700</b>
<b>BARTON STREET</b>			<b>\$254/m<sup>2</sup></b>	<b>\$1,145,700</b>

# Dunwich Masterplan - Stradbroke Island

## ROM Cost Estimate

Location Elements/Trades Item

### E CATALYST PROJECT 6 - PARKING STRATEGY

E2 NEW CAR PARKS & ON-STREET PARKING

E2B Ballow Road

SA: 10,664 m<sup>2</sup> Cost/m<sup>2</sup>: \$138

Rates Current At January 2020

Description	Unit	Qty	Rate	Total
<b>EE External Elements</b>				
21 Allow for code lighting	m <sup>2</sup>	10,664	35	373,200
32 Supply and install new external furniture	m <sup>2</sup>	10,664	40	426,500
74 Allow for planting	m <sup>2</sup>	461	61	27,700
77 Allow for turfing	m <sup>2</sup>	967	26	24,200
90 Allow for ancillary vehicular line marking and signage	Item			0
92 Allow for feature and shade trees in area	Item			150,000
262 Allow for stormwater drainage	m <sup>2</sup>	10,664	21	213,300
263 Allow for minor electrical works (connections / reticulation works)	Item			150,000
264 Allow for communication works (connections / reticulation)	Item			65,000
265 Allowance for water main works (connections / minor reticulation)	Item			40,000
<b>External Elements</b>			<b>\$138/m<sup>2</sup></b>	<b>\$1,469,900</b>
<b>BALLOW ROAD</b>			<b>\$138/m<sup>2</sup></b>	<b>\$1,469,900</b>



## **Attachment 4**

### **Council Response to Draft Dunwich Gumpi Master Plan**

Council recognises the work undertaken to date in progressing the draft Dunwich Gumpi Master Plan. While Council is supportive of the work being undertaken, many of the matters raised in Council's previous submission remain unresolved and to date are yet to be incorporated into the draft Master Plan. While Council maintains these matters should be addressed before the Dunwich Gumpi Master Plan is finalised, it does not object to the release of the draft Dunwich Gumpi Master Plan for the purpose of community consultation subject to the following:

- The draft Dunwich Gumpi Master Plan is amended prior to community consultation to recognise there are currently no funding commitments to implement the draft Master Plan and significant State and/or Federal Government funding commitments will be necessary if key public infrastructure projects, including upgrades to existing public ferry and barge terminals and foreshore improvements are to be delivered;
- The initial project costings are released as part of the supporting material made available for community consultation on the draft Master Plan;
- Following community consultation, Council maintains its position that until a detailed implementation plan is completed, that identifies lead agency responsibility, indicative costings, funding sources and delivery time frames, it will be unable to support the finalisation of the Dunwich Gumpi Master Plan.

In regards to matters previously raised by Council, the following provides an update on Council's position regarding these matters.

- **Proposed Implementation Plan**

Currently the draft Master Plan incorporates a significant program of investigations that will be required to be undertaken to progress the majority of key projects identified in the Master Plan. The scope of these investigations are significant and generally have been identified for completion in the short to medium term. As consistently raised by Council throughout the planning process, it is critical that lead responsibility for undertaking these investigations are agreed and incorporated into the Master Plan prior to it being finalised. In addition, where possible, indicative costings, timings and lead responsibility to deliver key projects must also be identified. For clarity, Council does not support the removal of timeframes for the delivery of key master plan initiatives from the Implementation Strategy.

- **Further investigation and planning of the barge and ferry terminals**

Ensuring the delivery of a sustainable, efficient and integrated barge and ferry terminal is a critical organising element of the Master Plan and essential to the success of Minjerribah Futures and the transitioning of the island economy from a sand mining based economy to a tourism based economy.

Council's previous submission on the draft Master Plan noted the need for the further technical studies and planning work to be completed as a matter of priority to determine

whether the conceptual Junner Street layout is capable of being delivered. It is understood that no further investigations have been undertaken to confirm the concept layout is able to be delivered or is sufficient to cater for future passenger numbers, vehicle movements or parking requirements in close proximity to the terminal. Recognising the significance of the barge and ferry terminal to the achievement of Minjerribah Futures and Dunwich Gumpi, Council maintains its position that further investigations and planning work needs to be prioritised and to the greatest extent practicable incorporated into the final Master Plan.

- **Future use of current mining lease areas and sand loading facility**

The mining lease areas and loading facilities are all identified as key sites within the Master Plan area. Council's previous submission on the draft Master Plan noted that a full understanding of the current condition, necessary rehabilitation works and suitability of sites to accommodate alternative uses is critical prior to the identification of alternative land uses in the draft Master Plan.

It is understood the Department of Natural Resources, Mines and Energy (DNRME) are in the process of undertaking a series of land contamination investigations across Dunwich and the Island. Council maintains its position that these investigations should be sufficiently progressed to ensure there is a good understanding of the extent of contamination, potential rehabilitation costs and responsibilities and whether the proposed alternative land uses on key sites are financially viable to establish prior to the master plan being finalised.

- **One Mile Structure Plan**

The original intent of the Dunwich Gumpi Master Plan was to also prepare and deliver a structure plan for the One-Mile community. This was expected to include the identification of future infrastructure upgrades and a funding model to support the delivery of this infrastructure.

At the most recent Steering Committee in July 2020, the State informed Council and QYAC that no further progress has been made on a detailed structure planning of One-Mile and that planning consultants have prepared a concept infrastructure servicing plan for One-Mile including an estimate of delivery costs.

It is critical that the State Government continues to commit to addressing and delivering the critical services and infrastructure required to support the One-Mile community at no cost to Council or the broader community. This commitment should be included in the draft Master Plan prior to any public release.

- **Funding to deliver key master plan initiatives**

Importantly the Master Plan does not propose to significantly increase development entitlements within Dunwich and is more focused on delivering important public infrastructure upgrades and specific projects. As such, there is very limited scope for infrastructure and other upgrades to be provided as part of any major new development proposals. For the Master Plan to be realised it will almost certainly require substantial government funding.

Recognising Dunwich's (Gumpi) critical role as the arrival and departure point of the Island as well as the unprecedented economic challenges facing NSI (Minjerribah) more broadly with regard to the cessation of mining in 2019 and the anticipated economic downturn resulting from the unfolding COVID-19 pandemic, it is essential that the State Government commits to allocating funding to facilitate delivery of the key initiatives within the draft Master Plan.

A funding commitment from the State Government would not only provide confidence in the community that key Master Plan initiatives will be delivered, it will also underpin economic recovery and NSI's transition from a mine based economy to a tourism based economy.

While, as previously noted Council is prepared to support the public release of the draft Dunwich Gumpi Masterplan for community consultation subject to the inclusion of additional information, it maintains its view that a detailed implementation plan identifying lead agency responsibilities, indicative costings, funding sources and delivery time frames should be completed prior to the finalisation of the Dunwich Gumpi Master Plan.