



ORDINARY MEETING

AGENDA

13 SEPTEMBER 2016

Your attendance is required at an Ordinary meeting of Council to be held in the Council Chambers, 232 Bolsover Street, Rockhampton on 13 September 2016 commencing at 9.00am for transaction of the enclosed business.

A handwritten signature in black ink that reads "R Cheesman".

ACTING CHIEF EXECUTIVE OFFICER
7 September 2016

Next Meeting Date: 27.09.16

Please note:

In accordance with the *Local Government Regulation 2012*, please be advised that all discussion held during the meeting is recorded for the purpose of verifying the minutes. This will include any discussion involving a Councillor, staff member or a member of the public.

TABLE OF CONTENTS

ITEM	SUBJECT	PAGE NO
1	OPENING.....	1
2	PRESENT	1
3	APOLOGIES AND LEAVE OF ABSENCE	1
4	CONFIRMATION OF MINUTES	1
5	DECLARATIONS OF INTEREST IN MATTERS ON THE AGENDA.....	1
6	BUSINESS OUTSTANDING	2
	NIL	2
7	PUBLIC FORUMS/DEPUTATIONS	3
	NIL	3
8	PRESENTATION OF PETITIONS	4
	NIL	4
9	COMMITTEE REPORTS	5
9.1	AUDIT AND BUSINESS IMPROVEMENT COMMITTEE MEETING - 2 SEPTEMBER 2016	5
9.2	PLANNING AND REGULATORY COMMITTEE MEETING - 6 SEPTEMBER 2016	8
10	COUNCILLOR/DELEGATE REPORTS	43
10.1	REQUEST FOR FINANCIAL ASSISTANCE FROM DIVISION 4 COUNCILLOR DISCRETIONARY FUND - GRACEMERE SCOUT GROUP	43
11	OFFICERS' REPORTS.....	44
11.1	LIFTING MATTERS FROM THE TABLE	44
11.2	REQUEST FOR A COUNCIL RESOLUTION REGARDING APPLICATIONS TO BE ASSESSED UNDER A SUPERSEDED PLANNING SCHEME FOR STORAGE SHEDS ALONG BOWLIN ROAD, PORT CURTIS	45
11.3	AUDIT COMMITTEE (EXTERNAL) MEMBERS	51
11.4	MOUNT ARCHER, MOUNT MORGAN AND RURAL LANDS BUSHFIRE MANAGEMENT PLAN.....	63
11.5	ROCKHAMPTON RECREATIONAL FISHING DEVELOPMENT STRATEGY.....	174
11.6	EXEMPTION OF CAR PARKING FEES FOR COMMUNITY EVENTS AT THE PILBEAM THEATRE POLICY	256
11.7	LOCAL GOVERNMENT INFRASTRUCTURE PLAN (LGIP) AMENDMENT	260
12	NOTICES OF MOTION.....	289

	NIL	289
13	QUESTIONS ON NOTICE	290
	NIL	290
14	URGENT BUSINESS/QUESTIONS	291
15	CLOSURE OF MEETING	292

1 OPENING

The opening prayer will be presented by Reverend Lindsay Howie from St Paul's Cathedral.

2 PRESENT

Members Present:

Acting Mayor, Councillor C R Rutherford
Councillor N K Fisher
Councillor A P Williams
Councillor C E Smith
Councillor M D Wickerson
Councillor S J Schwarten

In Attendance:

Mr E Pardon – Chief Executive Officer

3 APOLOGIES AND LEAVE OF ABSENCE

Councillor Rose Swadling - Leave of Absence from 29 August 2016 to 3 October 2016 inclusive.

Councillor Margaret Strelow - Leave of Absence from 13 September 2016 to 4 October 2016 inclusive.

4 CONFIRMATION OF MINUTES

Minutes of the Ordinary Meeting held 23 August 2016

5 DECLARATIONS OF INTEREST IN MATTERS ON THE AGENDA

6 BUSINESS OUTSTANDING

Nil

7 PUBLIC FORUMS/DEPUTATIONS

Nil

8 PRESENTATION OF PETITIONS

Nil

9 COMMITTEE REPORTS

9.1 AUDIT AND BUSINESS IMPROVEMENT COMMITTEE MEETING - 2 SEPTEMBER 2016

RECOMMENDATION

THAT the Minutes of the Audit and Business Improvement Committee meeting, held on 2 September 2016 as circulated, be received and that the recommendations contained within these minutes be adopted.

(Note: The complete minutes are contained in the separate Minutes document)

Recommendation of the Audit and Business Improvement Committee, 2 September 2016**9.1.1 ANNUAL FINANCIAL STATEMENTS 30 JUNE 2016**

File No: 9509

Attachments:

1. 2015/16 Draft Financial Statements
2. 2015/16 Financial Statements - Analytical Review

Authorising Officer: Ross Cheesman - Deputy CEO/General Manager
Corporate Services

Author: Alicia Cutler - Manager Finance

SUMMARY

Manager Finance presenting the Annual Financial Statements with a description of the major movements for the Committee to review and ask questions prior to External Audit.

COMMITTEE RECOMMENDATION

THAT the Financial Statements 2015/16 report be received.

Recommendation of the Audit and Business Improvement Committee, 2 September 2016**9.1.2 RESTRUCTURE OF ROAD COMPONENTS**

File No: 9509
Attachments: Nil
Authorising Officer: Ross Cheesman - Deputy CEO/General Manager
Corporate Services
Author: Alicia Cutler - Manager Finance

SUMMARY

Finance Manager presenting detailed information with respect to removing residual values for Roads.

COMMITTEE RECOMMENDATION

THAT the Restructure of Road Components report be received.

9.2 PLANNING AND REGULATORY COMMITTEE MEETING - 6 SEPTEMBER 2016

RECOMMENDATION

THAT the Minutes of the Planning and Regulatory Committee meeting, held on 6 September 2016 as circulated, be received and that the recommendations contained within these minutes be adopted.

(Note: The complete minutes are contained in the separate Minutes document)

Recommendation of the Planning and Regulatory Committee, 6 September 2016
9.2.1 D/74-2016 - DEVELOPMENT APPLICATION FOR A MATERIAL CHANGE OF USE FOR A SHOP (BAIT AND TACKLE) AND AN OPERATIONAL WORKS FOR AN ADVERTISING DEVICE (FENCE SIGN)

File No: D/74-2016

Attachments:

1. Locality Plan
2. Site Plan
3. Signage Plan

Authorising Officer: Tarnya Fitzgibbon - Coordinator Development Assessment
Trevor Green - Manager Planning & Regulatory Services
Michael Rowe - General Manager Community Services

Author: Anton de Klerk - Senior Planning Officer

SUMMARY

Development Application Number: D/74-2016

Applicant: JAL Concrete Works Pty Ltd c/- Reel Planning CQ

Real Property Address: Lot 1 on RP801335, Parish of Rockhampton

Common Property Address: 342 Quay Street, Depot Hill

Area of Site: 1,617.68 square metres

Planning Scheme: Rockhampton Region Planning Scheme 2015

Planning Scheme Zone: Low Density Residential Zone

Planning Scheme Overlays: Acid Sulphate Soils - Above 5m and below 20m AHD;
Fitzroy River Flood Overlay - Extreme Hazard;
Fitzroy River Flood Overlay - High Hazard;
ROCK Defined Storm Tide Event - Zone 6;
ROCK Defined Storm Tide Event - Zone 7; and
Steep Land Overlay - 15-20% slope

Existing Development: Dwelling House and an Industrial Storage Shed

Existing Approvals: 11325/HISTS – Steel Storage Shed
15622/RHISTC - New Storage Shed
36984/RHISTC - New Storage Shed
D-R/12-1996 - Special Facilities (Building Material Distribution Centre)

Approval Sought: Development Permit for a Material Change of Use for a Shop (bait and tackle) and Operational Works for an Advertising Device (fence sign)

Level of Assessment: Impact Assessable

Submissions: One

Referral Agency(s): Nil

Infrastructure Charges Area:

Charge Area 1

Application Progress:

<i>Application Lodged:</i>	31 May 2016
<i>Application Properly Made:</i>	2 June 2016
<i>Acknowledgment Notice issued:</i>	9 June 2016
<i>Advised Applicant that no further information will be required:</i>	15 June 2016
<i>Submission period commenced:</i>	22 June 2016
<i>Submission period end:</i>	13 July 2016
<i>Council request for additional time (until 8 September 2016):</i>	4 August 2016
<i>Council request for additional time (until 20 September 2016):</i>	16 August 2016
<i>Last receipt of information from applicant:</i>	2 August 2016
<i>Application to go to Planning and Regulatory Meeting:</i>	6 September 2016
<i>Statutory due determination date:</i>	20 September 2016

COMMITTEE RECOMMENDATION

RECOMMENDATION A

That in relation to the application for a Development Permit for a Material Change of Use for a Shop (bait and tackle) and Operational Works for an Advertising Device (fence sign), made by Reel Planning CQ on behalf of JAL Super Investments No 1 Pty Ltd Tte, on Lot 1 on RP801335, Parish of Rockhampton, located at 342 Quay Street, Depot Hill, Council resolves to approve the application subject to the following conditions:

Material Change of Use for a Shop (bait and tackle):

1.0 ADMINISTRATION

- 1.1 The Developer and his employee, agent, contractor or invitee is responsible for ensuring compliance with the conditions of this development approval.
- 1.2 Where these Conditions refer to "Council" in relation to requiring Council to approve or to be satisfied as to any matter, or conferring on the Council a function, power or discretion, that role may be fulfilled in whole or in part by a delegate appointed for that purpose by the Council.
- 1.3 All conditions of this approval must be undertaken and completed to the satisfaction of Council, at no cost to Council.
- 1.4 All conditions, works, or requirements of this approval must be undertaken and completed prior to the commencement of the use, unless otherwise stated.
- 1.5 Where applicable, infrastructure requirements of this approval must be contributed to the relevant authorities, at no cost to Council prior to the commencement of the use, unless otherwise stated.
- 1.6 The following further Development Permits must be obtained prior to the commencement of any works associated with their purposes:
 - 1.6.1 Plumbing and Drainage Works; and
 - 1.6.2 Building Works.

- 1.7 All Development Permits for Plumbing and Drainage Works must be obtained prior to the issue of a Development Permit for Building Works.
- 1.8 All works must be designed, constructed and maintained in accordance with the relevant Council policies, guidelines and standards, unless otherwise stated.

2.0 APPROVED PLANS AND DOCUMENTS

- 2.1 The approved development must be completed and maintained generally in accordance with the approved plans and documents, except where amended by the conditions of this permit:

<u>Plan/Document Name</u>	<u>Plan/Document Number</u>	<u>Dated</u>
Site Plan	960371/01, Sheet 1 of 1 Revision B	May 2016
Signage Plan	Unnumbered	18 May 2016

- 2.2 Where there is any conflict between the conditions of this approval and the details shown on the approved plans and documents, the conditions of approval must prevail.

- 2.3 Where conditions require the above plans or documents to be amended, the revised document(s) must be submitted for endorsement by Council prior to the submission of a Development Application for Operational Works.

3.0 ACCESS AND PARKING WORKS

- 3.1 All works must be designed and constructed in accordance with the approved plans (refer to condition 2.1), *Capricorn Municipal Development Guidelines* and *Australian Standard AS2890 "Parking Facilities"*.

- 3.2 All parking spaces, access driveway(s) and vehicular maneuvering areas associated with this development must be concrete paved or asphalted.

- 3.3 Parking spaces must be line-marked in accordance with the approved Site Plan (refer to condition 2.1) and in accordance with the *Australian Standard AS2890 "Parking facilities"*.

- 3.4 A minimum of two (2) parking spaces, associated with this development must be provided on-site.

- 3.5 All vehicles must ingress and egress the development in a forward gear.

4.0 PLUMBING AND DRAINAGE WORKS

- 4.1 All internal plumbing and drainage works must be designed and constructed in accordance with the *Capricorn Municipal Development Guidelines*, *Water Supply (Safety and Reliability) Act 2008*, *Plumbing and Drainage Act 2002* and Council's Plumbing and Drainage Policies.

- 4.2 Alteration, disconnection or relocation of internal plumbing and sanitary drainage works associated with the existing building must be in accordance with regulated work under the *Plumbing and Drainage Act 2002* and Council's Plumbing and Drainage Policies.

5.0 ROOF AND ALLOTMENT DRAINAGE WORKS

- 5.1 All roof and allotment drainage works must be designed and constructed in accordance with the *Queensland Urban Drainage Manual*, *Capricorn Municipal Development Guidelines*, and sound engineering practice.

- 5.2 All roof and allotment runoff from the development must be directed to a lawful point of discharge and must not restrict, impair or change the natural flow of runoff water or cause a nuisance to surrounding land or infrastructure.

6.0 BUILDING WORKS

- 6.1 All external elements, such as air conditioners, refrigerators, pumps and associated equipment, must be adequately screened from public view, to Council's satisfaction.
- 6.2 Any lighting devices associated with the development, such as sensory lighting, must be positioned on the development site and shielded so as not to cause glare or other nuisance to nearby residents and motorists. Night lighting must be designed, constructed and operated in accordance with *Australian Standard AS4282 "Control of the obtrusive effects of outdoor lighting"*.
- 6.3 A minimum 1.8 metre high solid screen fence must be erected between the subject development site and the adjacent residential property north of the development. The fence must be constructed of materials and finishes that are aesthetically pleasing and commensurate with the surrounding residential area.
- 6.4 All electrical and telecommunication services and utilities connected to the development, including electrical outlets, must be designed and installed at such a height that they are a minimum of 500 millimetres above a one percent (1%) Annual Exceedance Probability flood level.

7.0 LANDSCAPING WORKS

- 7.1 Landscaping must be provided along the full frontage of Quay Street with a minimum width of one (1) metre and a minimum mature height of 1.8 metres. Species selected must upon full maturity create a dense screen/ hedge.
- 7.2 Large trees must not be planted within one (1) metre of the centreline of any sewerage and/or water infrastructure; small shrubs and groundcover are acceptable.
- 7.3 The landscaped areas must be subject to:
- 7.3.1 a watering and maintenance plan during the establishment moment; and
 - 7.3.2 an ongoing maintenance and replanting programme.

8.0 ELECTRICITY

- 8.1 Electricity services must be provided to the development in accordance with the standards and requirements of the relevant service provider.
- 8.2 Evidence that the development is provided with electricity services from the relevant service provider must be provided to Council, prior to the commencement of the use.

9.0 TELECOMMUNICATIONS

- 9.1 Telecommunications services must be provided to the development in accordance with the standards and requirements of the relevant service provider. Unless otherwise stipulated by telecommunications legislation at the time of installation, this includes all necessary pits and pipes, and conduits that provide a connection to the telecommunications network.

10.0 ASSET MANAGEMENT

- 10.1 Any alteration necessary to electricity, telephone, water mains, sewerage mains, and/or public utility installations resulting from the development or in connection with the development, must be at full cost to the Developer.
- 10.2 Any damage to existing water supply and sewerage infrastructure, kerb and channel, pathway or roadway (including removal of concrete slurry from public land, pathway, roads, kerb and channel and stormwater gullies and drainage lines) which may occur during any works carried out in association with the approved development must be repaired. This must include the reinstatement of the existing traffic signs and pavement markings which may have been removed.

11.0 ENVIRONMENTAL HEALTH

- 11.1 Noise emitted from the activity must not cause an environmental nuisance.
-

- 11.2 Operations on the development site must have no significant impact on the amenity of adjoining premises or the surrounding area due to the emission of light, noise or dust.
- 11.3 When requested by Council, nuisance monitoring must be undertaken and recorded within three (3) months, to investigate any genuine complaint of nuisance caused by noise, light or dust generated by this development. An analysis of the monitoring data and a report, including nuisance mitigation measures, must be provided to Council within fourteen (14) days of the completion of the investigation.
- 11.4 Odour and visible contaminants, including but not limited to dust, fume, smoke, aerosols, overspray or particulates, must not be released to the environment in a manner that will or may cause environmental nuisance or harm unless such release is authorised by Council.
- 12.0 OPERATING PROCEDURES
- 12.1 All construction materials, waste, waste skips, machinery and contractors' vehicles must be located and stored or parked within the development site. Storage of materials or parking of construction machinery or contractors' vehicles must not occur within Quay Street or Quay Lane.
- 12.2 The hours of operations for this Shop (bait and tackle) must be limited to:
- (i) 0700 hours to 1800 hours on Monday to Saturday, and
 - (ii) 0800 hours to 1800 hours on Sundays and Public Holidays.
- 12.3 The loading and/or unloading of delivery vehicles is limited between the hours of 0700 and 1800 Monday to Saturday and between the hours of 0800 and 1500 on Sundays. No heavy vehicles must enter the development site outside these times to wait for unloading/loading.
- 12.4 All waste storage areas must be:
- 12.4.1 kept in a clean and tidy condition; and
 - 12.4.2 maintained in accordance with *Environmental Protection Regulation 2008*.
- 12.5 The applicant must ensure that a flood management plan is developed for this development. This may include provisions for removal of merchandise, equipment stored above the inundation extents etc. It is the applicant's responsibility to ensure that measures are put in place to avoid damage to property during the major event.
- 12.6 It is the responsibility of the owner or occupier of the land from time to time to implement the contingency plan during a flood event or if there is a risk of flooding near the land.

ADVISORY NOTES

NOTE 1. Aboriginal Cultural Heritage

It is advised that under section 23 of the *Aboriginal Cultural Heritage Act 2003*, a person who carries out an activity must take all reasonable and practicable measures to ensure the activity does not harm Aboriginal cultural heritage (the "cultural heritage duty of care"). Maximum penalties for breaching the duty of care are listed in the Aboriginal cultural heritage legislation. The information on Aboriginal cultural heritage is available on the Department of Aboriginal and Torres Strait Islander and Multicultural Affairs website www.datsima.qld.gov.au.

NOTE 2. General Environmental Duty

General environmental duty under the *Environmental Protection Act 1994* prohibits unlawful environmental nuisance caused by noise, aerosols, particles, dust, ash, fumes, light, odour or smoke beyond the boundaries of the development site during all stages of the development including earthworks, construction and operation.

NOTE 3. General Safety Of Public During Construction

The *Work Health and Safety Act 2011* and *Manual of Uniform Traffic Control Devices* must be complied with in carrying out any construction works, and to ensure safe traffic control and safe public access in respect of works being constructed on a road.

NOTE 4. Charges Notice

This application is subject to infrastructure contributions in accordance with Council policies. The contributions are presented on an Infrastructure Charges Notice.

Operational Works for Advertising Device (fence sign)13.0 ADMINISTRATION

13.1 The Developer and his employee, agent, contractor or invitee is responsible for ensuring compliance with the conditions of this development approval.

13.2 Where these Conditions refer to "Council" in relation to requiring Council to approve or to be satisfied as to any matter, or conferring on the Council a function, power or discretion, that role may be fulfilled in whole or in part by a delegate appointed for that purpose by the Council.

13.3 All conditions of this approval must be undertaken and completed to the satisfaction of Council, at no cost to Council.

13.4 All conditions, works, or requirements of this approval must be undertaken and completed prior to the commencement of the use, unless otherwise stated.

13.5 Where applicable, infrastructure requirements of this approval must be contributed to the relevant authorities, at no cost to Council prior to the commencement of the use, unless otherwise stated.

13.6 The following further Development Permits must be obtained prior to the commencement of any works associated with their purposes:

13.6.1 Building Works.

13.7 All Development Permits for Plumbing and Drainage Works must be obtained prior to the issue of a Development Permit for Building Works.

13.8 All works must be designed, constructed and maintained in accordance with the relevant Council policies, guidelines and standards, unless otherwise stated.

14.0 APPROVED PLANS AND DOCUMENTS

14.1 The approved development must be completed and maintained generally in accordance with the approved plans and documents, except where amended by the conditions of this permit:

<u>Plan/Document Name</u>	<u>Plan Number</u>	<u>Dated</u>
Site Plan	960371/01, Sheet 1 of 1 Revision B	May 2016
Signage Plan	Unnumbered	18 May 2016

14.2 A set of the above approved plans are returned to you as the Consultant. The Consultant is to supply one (1) Approved set to the contractor to be retained on site at all times during construction.

14.3 Where there is any conflict between the conditions of this approval and the details shown on the approved plans and documents, the conditions of approval must prevail.

14.4 Where conditions require the above plans or documents to be amended, the revised document(s) must be submitted for endorsement by Council prior to the submission of a Development Application for Building Works.

15.0 ASSET MANAGEMENT

15.1 Any alteration necessary to electricity, telephone, water mains, sewerage mains, and/or public utility installations resulting from the development or in connection with the development, must be at full cost to the Developer.

16.0 OPERATING PROCEDURES

16.1 All signage must only display or advertise a matter associated with the purpose for which the premises is used.

16.2 All signage must be maintained at all times on the premises by the owner of the premises to the same standard as it was when it was installed.

16.3 Any lighting devices associated with the signage, such as sensory lighting, must be positioned on the site and shielded so as not to cause glare or other nuisance to nearby residents or motorists. Night lighting must be designed, constructed and operated in accordance with 'Australian Standard AS4282 – Control of the obtrusive effects of outdoor lighting'.

17.0 CONSTRUCTION PROCEDURES

17.1 Council reserves the right for uninterrupted access to the site at all times during construction.

17.2 All Construction work and other associated activities are permitted only between 0630 hours and 1800 hours Monday to Saturday. No work is permitted on Sundays or public holidays. All requirements of the Environmental Protection Act and Environmental Protection Regulations must be observed at all times.

17.3 Any proposed works within the vicinity (or zone of influence) of existing Council infrastructure will not adversely affect the integrity of the infrastructure. Any restoration works required on existing Council infrastructure as a result of proposed works will be at developer's expense.

17.4 All construction materials, waste, waste skips, machinery and contractors' vehicles must be located and stored or parked within the site.

ADVISORY NOTESNOTE 1. Aboriginal Cultural Heritage

It is advised that under section 23 of the *Aboriginal Cultural Heritage Act 2003*, a person who carries out an activity must take all reasonable and practicable measures to ensure the activity does not harm Aboriginal cultural heritage (the "cultural heritage duty of care"). Maximum penalties for breaching the duty of care are listed in the Aboriginal cultural heritage legislation. The information on Aboriginal cultural heritage is available on the Department of Aboriginal and Torres Strait Islander and Multicultural Affairs website www.datsima.qld.gov.au.

NOTE 2. General Environmental Duty

General environmental duty under the *Environmental Protection Act 1994* prohibits unlawful environmental nuisance caused by noise, aerosols, particles, dust, ash, fumes, light, odour or smoke beyond the boundaries of the development site during all stages of the development including earthworks, construction and operation.

NOTE 3. General Safety Of Public During Construction

The *Work Health and Safety Act 2011* and *Manual of Uniform Traffic Control Devices* must be complied with in carrying out any construction works, and to ensure safe traffic control and safe public access in respect of works being constructed on a road.

RECOMMENDATION B

That in relation to the application for a Development Permit for a Material Change of Use for a Shop (bait and tackle) and Operational Works for an Advertising Device (fence sign), made by Reel Planning CQ on behalf of JAL Super Investments No 1 Pty Ltd Tte, on Lot 1 on RP801335, Parish of Rockhampton, located at 342 Quay Street, Depot Hill Council resolves to issue an Infrastructure Charges Notice for the amount of \$5,138.25.

Recommendation of the Planning and Regulatory Committee, 6 September 2016**9.2.2 BUSINESS OUTSTANDING TABLE FOR PLANNING AND REGULATORY COMMITTEE**

File No: 10097
Attachments: 1. Business Outstanding Table
Authorising Officer: Evan Pardon - Chief Executive Officer
Author: Evan Pardon - Chief Executive Officer

SUMMARY

The Business Outstanding table is used as a tool to monitor outstanding items resolved at previous Council or Committee Meetings. The current Business Outstanding table for the Planning and Regulatory Committee is presented for Councillors' information.

COMMITTEE RECOMMENDATION

THAT the Business Outstanding Table for the Planning and Regulatory Committee be received.

Recommendation of the Planning and Regulatory Committee, 6 September 2016**9.2.3 PLANNING SECTION - JULY OPERATIONS REPORT**

File No: 7028
Attachments: 1. Monthly Report - July 2016
Authorising Officer: Trevor Green - Manager Planning & Regulatory Services
Michael Rowe - General Manager Community Services
Author: Tarnya Fitzgibbon - Coordinator Development Assessment

SUMMARY

The monthly operations report for the Planning Section as at 31 July 2016 is presented for Councillors' information.

COMMITTEE RECOMMENDATION

THAT a report for the delivery of consistent standard building services be presented to the next Planning and Regulatory Committee Meeting.

COMMITTEE RECOMMENDATION

THAT the Planning Section report for July be received.

Recommendation of the Planning and Regulatory Committee, 6 September 2016**9.2.4 MONTHLY OPERATIONS REPORT FROM COMMUNITY STANDARDS AND COMPLIANCE UNIT FOR JULY 2016****File No:** 1464**Attachments:**

1. Monthly Operations Report for July 2016
2. Traffic Light Report for July 2016
3. Financial Matters Report for July 2016

Authorising Officer: Michael Rowe - General Manager Community Services**Author:** Trevor Green - Manager Planning & Regulatory Services

SUMMARY

The monthly Operations Report for Community Standards and Compliance Section as at 31 July 2016 is presented for Councillor's information.

COMMITTEE RECOMMENDATION

THAT the Community Standards and Compliance Monthly Operations Report for July 2016 be 'received'.

Recommendation of the Planning and Regulatory Committee, 6 September 2016
9.2.5 D/67-2016 - DEVELOPMENT APPLICATION FOR A MATERIAL CHANGE OF USE FOR A MULTIPLE DWELLING (TEN UNITS)

File No: D/67-2016

Attachments:

1. Locality Plan
2. Site Plan
3. Floor Plans
4. Elevation Plan

Authorising Officer: Tarnya Fitzgibbon - Coordinator Development Assessment
Trevor Green - Manager Planning & Regulatory Services
Michael Rowe - General Manager Community Services

Author: Alyce McLellan - Planning Officer

SUMMARY

Development Application Number: D/67-2016

Applicant: Bailey Property Fund Pty Ltd

Real Property Address: Lot 172 on SP260355, Parish of Murchison

Common Property Address: Lot 172 Foulkes Street, Norman Gardens

Area of Site: 3,943 square metres

Planning Scheme: Rockhampton Region Planning Scheme 2015

Planning Scheme Zone: Low Density Residential Zone

Planning Scheme Overlays: Bushfire Hazard Buffer

Existing Development: Vacant Land

Existing Approvals: Development Permit D/23-2014 for a Material Change of Use for Multi Dwelling Units (eighteen units)

Approval Sought: Development Permit for a Material Change of Use for Multiple Dwelling (ten units)

Level of Assessment: Impact Assessable

Submissions: Two (2) Properly Made Submissions and One (1) Not Properly Made Submission

Referral Agency(s): Nil

Infrastructure Charges Area: Charge Area 1

Application Progress:

<i>Application Lodged:</i>	6 May 2016
<i>Acknowledgment Notice issued:</i>	11 May 2016
<i>Submission period commenced:</i>	14 June 2016
<i>Submission period end:</i>	8 July 2016
<i>Council request for additional time (until 9 September 2016):</i>	4 August 2016
<i>Last receipt of information from applicant:</i>	15 July 2016
<i>Statutory due determination date:</i>	9 September 2016

COMMITTEE RECOMMENDATION

THAT in relation to the application for a Development Permit for a Material Change of Use for a Multiple Dwelling (ten units), made by Bailey Property Fund Pty Ltd, on Lot 172 on SP260355, Parish of Murchison, located at Lot 172 Foulkes Street, Norman Gardens, Council resolves to Approve the application subject to the following conditions:

1.0 ADMINISTRATION

- 1.1 The Developer and his employee, agent, contractor or invitee is responsible for ensuring compliance with the conditions of this development approval.
 - 1.2 Where these Conditions refer to "Council" in relation to requiring Council to approve or to be satisfied as to any matter, or conferring on the Council a function, power or discretion, that role may be fulfilled in whole or in part by a delegate appointed for that purpose by the Council.
 - 1.3 All conditions, works, or requirements of this development approval must be undertaken and completed and be accompanied by a Compliance Certificate for any operational works required by this development approval:
 - 1.3.1 to Council's satisfaction;
 - 1.3.2 at no cost to Council; and
 - 1.3.3 prior to the commencement of the use unless otherwise stated.
 - 1.4 Infrastructure requirements of this development approval must be contributed to the relevant authorities, where applicable, at no cost to Council, prior to the commencement of the use, unless otherwise stated.
 - 1.5 The following further Development Permits must be obtained prior to the commencement of any works associated with their purposes:
 - 1.5.1 Operational Works:
 - (i) Access and Parking Works;
 - (ii) Stormwater Works; and
 - (iii) Roof and Allotment Drainage Works.
 - 1.5.2 Plumbing and Drainage Works; and
 - 1.5.3 Building Works.
 - 1.6 All Development Permits for Operational Works and Plumbing and Drainage Works must be obtained prior to the issue of a Development Permit for Building Works.
 - 1.7 All works must be designed, constructed and maintained in accordance with the relevant Council policies, guidelines and standards, unless otherwise stated.
 - 1.8 All engineering drawings/specifications, design and construction works must be in accordance with the requirements of the relevant *Australian Standards* and must be approved, supervised and certified by a Registered Professional Engineer of Queensland.
- 2.0 APPROVED PLANS AND DOCUMENTS**
- 2.1 The approved development must be completed and maintained generally in accordance with the approved plans and documents, except where amended by the conditions of this permit:

<u>Plan/Document Name</u>	<u>Plan No / Revision</u>	<u>Dated</u>
Overall Site Plan	L172/01 Issue A	5 April 2016
Part Site Plan	L172/02 Issue A	5 April 2016
Part Site Plan	L172/03 Issue A	5 April 2016
Floor Plans Dwellings 1 - 7	L172/05 Issue A	5 April 2016
Floor Plans Dwellings 8 - 10	L172/06 Issue A	5 April 2016
Street Elevations	L172/07 Issue A	5 April 2016

2.2 Where there is any conflict between the conditions of this approval and the details shown on the approved plans and documents, the conditions of approval must prevail.

2.3 Where conditions require the above plans or documents to be amended, the revised document(s) must be submitted for endorsement by Council prior to the submission of a Development Application for Operational Works.

3.0 ACCESS AND PARKING WORKS

3.1 A Development Permit for Operational Works (access and parking works) must be obtained prior to the commencement of any access and parking works on the site.

3.2 All access and parking works must be designed and constructed in accordance with the approved plans (refer to condition 2.1), *Capricorn Municipal Development Guidelines, Australian Standard AS2890 "Parking Facilities"* and the provisions of a Development Permit for Operational Works (access and parking works).

3.3 All parking spaces, access driveway(s), and vehicular manoeuvring areas associated with this proposed development must be concrete paved.

3.4 All vehicular access to and from the development must be via Academic Court. Direct vehicular access to Springfield Drive or Foulkes Street is prohibited.

3.5 A minimum of fifteen (15) car parking spaces must be provided on-site. This includes ten (10) covered car parking spaces and five (5) visitor's car parking spaces. Visitor's car parking spaces must be clearly indicated.

3.6 Any application for a Development Permit for Operational Works (access and parking works) must be accompanied by detailed and scaled plans which demonstrate the turning movements/swept paths of the largest vehicle to access the site.

3.7 Parking spaces must be line-marked as shown in the Site Plan (refer to condition 2.1) and in accordance with the *Australian Standard AS2890 "Parking facilities"* and the provisions of a Development Permit for Operational Works (access and parking works).

3.8 All internal pedestrian pathways must be designed and constructed in accordance with *Australian Standard AS1428 "Design for Access and Mobility"*.

4.0 PLUMBING AND DRAINAGE WORKS

4.1 All internal plumbing and drainage works must be designed and constructed in accordance with the approved plans (refer to condition 2.1), *Capricorn Municipal Development Guidelines, Water Supply (Safety and Reliability) Act, Plumbing and Drainage Act*, Council's Plumbing and Drainage Policies and the provisions of a Development Permit for Plumbing and Drainage Works.

4.2 The development must be connected to Council's reticulated sewerage and water networks.

4.3 The existing sewerage and water connection point(s) must be retained, and upgraded if necessary, to service the development.

-
- 4.4 Adequate domestic and fire fighting protection must be provided to the development, and must be certified by a hydraulic engineer or other suitably qualified person.
- 4.5 The proposed development must be provided with a master meter at the development site boundary and sub-meters for each sole occupancy building in accordance with the *Queensland Plumbing and Drainage Code* and Council's Sub-metering Policy.
- 4.6 All internal plumbing and sanitary drainage works must be completely independent for each unit.
- 4.7 Sewer connections and water meter boxes located within trafficable areas must be raised or lowered to suit the finished surface levels and must be provided with heavy duty trafficable lids.
- 4.8 The finished lamphole surface must be at a sufficient level to avoid ponding of stormwater above the top of the lamphole. A heavy duty trafficable lid must be provided in the trafficable area.
- 5.0 STORMWATER WORKS
- 5.1 A Development Permit for Operational Works (stormwater works) must be obtained prior to the commencement of any stormwater works on the site.
- 5.2 All stormwater drainage works must be designed and constructed in accordance with the approved plans (refer to condition 2.1), *Queensland Urban Drainage Manual*, *Capricorn Municipal Development Guidelines*, sound engineering practice and the provisions of a Development Permit for Operational Works (stormwater works).
- 5.3 All stormwater must drain to a demonstrated lawful point of discharge and must not adversely affect surrounding land or infrastructure in comparison to the pre-development condition, including but not limited to blocking, altering or diverting existing stormwater runoff patterns or having the potential to cause damage to other infrastructure.
- 5.4 Any application for a Development Permit for Operational Works (stormwater works) must include an assessment of how the development meets the stormwater management design objectives in *State Planning Policy 2014*.
- 6.0 ROOF AND ALLOTMENT DRAINAGE WORKS
- 6.1 A Development Permit for Operational Works (roof and allotment drainage works) must be obtained prior to the commencement of any drainage works on the development site.
- 6.2 All roof and allotment drainage works must be designed and constructed in accordance with the approved plans (refer to condition 2.1), *Queensland Urban Drainage Manual*, *Capricorn Municipal Development Guidelines*, sound engineering practice and the provisions of a Development Permit for Operational Works (roof and allotment drainage works).
- 6.3 All roof and allotment runoff from the development must be directed to a lawful point of discharge and must not restrict, impair or change the natural flow of runoff water or cause a nuisance or worsening to surrounding land or infrastructure.
- 7.0 SITE WORKS
- 7.1 All earthworks must be undertaken in accordance with *Australian Standard AS3798 "Guidelines on earthworks for commercial and residential developments"*.
- 7.2 Site works must be constructed such that they do not, at any time, in any way restrict, impair or change the natural flow of runoff water, or cause a nuisance or worsening to surrounding land or infrastructure.
-

- 7.3 Any vegetation cleared or removed must be:
- (i) mulched on-site and utilised on-site for landscaping purposes, in accordance with the landscaping plan approved by Council; or
 - (ii) removed for disposal at a location approved by Council, within sixty (60) days of clearing. Any vegetation removed must not be burnt.

8.0 BUILDING WORKS

- 8.1 All building works must be undertaken in accordance with *Queensland Development Code, Mandatory Part 1.4* for building over or near relevant infrastructure.
- 8.2 A General Waste Bin and Recyclable Bin must be stored separately at each unit.
- 8.3 All units must be provided with open-air clothes drying facilities and the facilities must be screened from public view.
- 8.4 The private open space area provided for each unit must be fenced with a 1.8 metre high screen fence. The fence must be constructed of appropriate materials and to Council's satisfaction to prevent viewing of the private open space from a public space and adjoining properties.
- 8.5 Any lighting devices associated with the development, such as sensory lighting, must be positioned on the development site and shielded so as not to cause glare or other nuisance to nearby residents and motorists. Night lighting must be designed, constructed and operated in accordance with *Australian Standard AS4282 "Control of the obtrusive effects of outdoor lighting"*.

9.0 ELECTRICITY

- 9.1 Evidence that the development is provided with electricity services from the relevant service provider must be provided to Council, prior to the commencement of the use.
- 9.2 Evidence must be provided that electricity services are available to the development in accordance with the standards and requirements of the relevant service provider, prior to the commencement of the use.

10.0 TELECOMMUNICATIONS

- 10.1 Evidence that the development is provided with telecommunications services from the relevant service provider must be provided to Council, prior to the commencement of the use.

Note: The *Telecommunications Act 1997* (Cth) specifies where the deployment of optical fibre and the installation of fibre-ready facilities is required.

Note: For telecommunications services, written evidence must be in the form of either a "Telecommunications Infrastructure Provisioning Confirmation" where such services are provided by Telstra or a "Notice of Practical Completion" where such services are provided by the NBN.

11.0 ASSET MANAGEMENT

- 11.1 Any alteration necessary to electricity, telephone, water mains, sewerage mains, and/or public utility installations resulting from the development or in connection with the development, must be at full cost to the Developer.
- 11.2 Any damage to existing stormwater, water supply and sewerage infrastructure, kerb and channel, pathway or roadway (including removal of concrete slurry from public land and Council infrastructure) that occurs while any works are being carried out in association with this development approval must be repaired at full cost to the developer. This includes the reinstatement of any existing traffic signs or pavement markings that may have been removed or damaged.

12.0 ENVIRONMENTAL

12.1 An Erosion Control and Stormwater Control Management Plan in accordance with the *Capricorn Municipal Design Guidelines*, must be:

12.1.1 implemented, monitored and maintained for the duration of the works, and until all exposed soil areas are permanently stabilised (for example, turfed, hydromulched, concreted, landscaped); and

12.1.2 available on-site for inspection by Council Officers whilst all works are being carried out.

13.0 OPERATING PROCEDURES

13.1 All construction materials, waste, waste skips, machinery and contractors' vehicles must be located and stored or parked within the site. No storage of materials, parking of construction machinery or contractors' vehicles will be permitted in Foulkes Street, Academic Court or Springfield Drive.

ADVISORY NOTESNOTE 1. Aboriginal Cultural Heritage

It is advised that under section 23 of the *Aboriginal Cultural Heritage Act 2003*, a person who carries out an activity must take all reasonable and practicable measures to ensure the activity does not harm Aboriginal cultural heritage (the "cultural heritage duty of care"). Maximum penalties for breaching the duty of care are listed in the Aboriginal cultural heritage legislation. The information on Aboriginal cultural heritage is available on the Department of Aboriginal and Torres Strait Islander and Multicultural Affairs website www.datsima.qld.gov.au.

NOTE 2. General Environmental Duty

General environmental duty under the *Environmental Protection Act 1994* prohibits unlawful environmental nuisance caused by noise, aerosols, particles, dust, ash, fumes, light, odour or smoke beyond the boundaries of the property during all stages of the development including earthworks, construction and operation.

NOTE 3. General Safety Of Public During Construction

The *Work Health and Safety Act 2011* and *Manual of Uniform Traffic Control Devices* must be complied with in carrying out any construction works, and to ensure safe traffic control and safe public access in respect of works being constructed on a road.

NOTE 4. Infrastructure Charges Notice

This application is subject to infrastructure contributions in accordance with Council policies. The contributions are presented on an Infrastructure Charges Notice.

Recommendation of the Planning and Regulatory Committee, 6 September 2016**9.2.6 REQUEST FOR INVESTIGATIONS INTO PARKING REQUIREMENTS****File No: 377****Responsible Officer: Martin Crow – Acting General Manager Regional Services**

SUMMARY

Councillor Fisher requested that an investigation is conducted into safety and on street parking, specifically at the intersections of Foulkes Street and Springfield Drive, Norman Gardens, and Stewart Street and Somerset Road, Gracemere.

COMMITTEE RECOMMENDATION

THAT a request for an investigation into parking requirements and street safety at the intersections of Foulkes Street and Springfield Drive, Norman Gardens and Stewart Street and Somerset Road, Gracemere be referred to the Infrastructure committee.

Recommendation of the Planning and Regulatory Committee, 6 September 2016
9.2.7 D/51-2016 - DEVELOPMENT APPLICATION FOR A MATERIAL CHANGE OF USE FOR A VETERINARY SERVICE

File No:	D/51-2016
Attachments:	<ol style="list-style-type: none"> 1. Locality Plan 2. Site Plan 3. Floor Plan 4. 3D Views 5. Elevations 6. Landscaping Plan
Authorising Officer:	Trevor Green - Manager Planning & Regulatory Services Michael Rowe - General Manager Community Services Tarnya Fitzgibbon - Coordinator Development Assessment
Author:	Corina Hibberd - Planning Officer

SUMMARY

<i>Development Application Number:</i>	<i>D/51-2016</i>
<i>Applicant:</i>	<i>Animality Pty Ltd</i>
<i>Real Property Address:</i>	<i>Lot 6 on SP210592, Parish of Gracemere</i>
<i>Common Property Address:</i>	<i>1 Alexander Court, Gracemere</i>
<i>Area of Site:</i>	<i>1,489 square metres</i>
<i>Planning Scheme:</i>	<i>Rockhampton Region Planning Scheme 2015</i>
<i>Planning Scheme Zone:</i>	<i>Low Impact Industry Zone</i>
<i>Planning Scheme Overlays:</i>	<i>Nil Applicable</i>
<i>Existing Development:</i>	<i>Vacant</i>
<i>Existing Approvals:</i>	<i>Nil</i>
<i>Approval Sought:</i>	<i>Development Permit for a Material Change of Use for a Veterinary Service</i>
<i>Level of Assessment:</i>	<i>Impact Assessable</i>
<i>Submissions:</i>	<i>Nil</i>
<i>Infrastructure Charges Area:</i>	<i>Charge Area 1</i>
<i>Application Progress:</i>	

<i>Application Lodged:</i>	<i>12 April 2016</i>
<i>Acknowledgment Notice issued:</i>	<i>26 April 2016</i>
<i>Confirming no Information Request is required:</i>	<i>10 May 2016</i>
<i>Request to Extend the Public Notification Period (until 22 June 2016):</i>	<i>25 May 2016</i>
<i>Submission period commenced:</i>	<i>22 June 2016</i>
<i>Submission period end:</i>	<i>13 July 2016</i>
<i>Council request for additional time to the Decision Making Period (16 August 2016):</i>	<i>16 August 2016 (1st extension)</i>

<i>Last receipt of information from applicant:</i>	<i>21 July 2016</i>
<i>Planning and Regulatory meeting date:</i>	<i>6 September 2016</i>
<i>Council meeting date:</i>	<i>13 September 2016</i>
<i>Statutory due determination date:</i>	<i>15 September 2016</i>

COMMITTEE RECOMMENDATION

RECOMMENDATION A

That in relation to the application for a Development Permit for a Material Change of Use for a Veterinary Service, made by BEAT Architects on behalf of Animality Pty Ltd, on Lot 6 on SP210592, Parish of Gracemere, located at 1 Alexander Court, Gracemere, Council resolves to Approve the application subject to the following conditions:

1.0 ADMINISTRATION

- 1.1 The Developer and his employee, agent, contractor or invitee is responsible for ensuring compliance with the conditions of this development approval.
- 1.2 Where these Conditions refer to "Council" in relation to requiring Council to approve or to be satisfied as to any matter, or conferring on the Council a function, power or discretion, that role may be fulfilled in whole or in part by a delegate appointed for that purpose by the Council.
- 1.3 All conditions of this approval must be undertaken and completed to the satisfaction of Council, at no cost to Council.
- 1.4 All conditions, works, or requirements of this approval must be undertaken and completed prior to the commencement of the use, unless otherwise stated.
- 1.5 Infrastructure requirements of this development approval must be contributed to the relevant authorities, where applicable, at no cost to Council, prior to the commencement of the use, unless otherwise stated.
- 1.6 The following further Development Permits must be obtained prior to the commencement of any works associated with their purposes:
 - 1.6.1 Operational Works:
 - (i) Road Works;
 - (ii) Access and Parking Works;
 - (iii) Stormwater Works; and
 - (iv) Roof and Allotment Drainage Works;
 - 1.6.2 Plumbing and Drainage Works; and
 - 1.6.3 Building Works.
- 1.7 All Development Permits for Operational Works and Plumbing and Drainage Works must be obtained prior to the issue of a Development Permit for Building Works.
- 1.8 All works must be designed, constructed and maintained in accordance with the relevant Council policies, guidelines and standards, unless otherwise stated.
- 1.9 All engineering drawings/specifications, design and construction works must comply with the requirements of the relevant *Australian Standards* and must be approved, supervised and certified by a Registered Professional Engineer of Queensland.

2.0 APPROVED PLANS AND DOCUMENTS

- 2.1 The approved development must be completed and maintained generally in accordance with the approved plans and documents, except where amended by the conditions of this permit:

<u>Plan/Document Name</u>	<u>Document Number / Rev</u>	<u>Dated</u>
Site Plan	BT150478, CD.201, Rev 1	11 April 2016
Proposed Floor Plan	BT150478, CD.202, Rev 1	11 April 2016
Elevations	BT150478, CD.401, Rev 1	11 April 2016
Stormwater Drainage Plan	K3582, P002, Issue A	23 March 2016
Sediment and Erosion Control Plan and Details	K3582, P003, Issue A	23 March 2016
Conceptual Stormwater Management Plan	K3582-0002/A	18 April 2016
Landscape Plan	A16-007, LA1.00, Rev 01	4 April 2016

- 2.2 Where there is any conflict between the conditions of this approval and the details shown on the approved plans and documents, the conditions of approval must prevail.

- 2.3 Where conditions require the above plans or documents to be amended, the revised document(s) must be submitted for endorsement by Council prior to the submission of a Development Application for Operational Works.

3.0 ROAD WORKS

- 3.1 A Development Permit for Operational Works (road works) must be obtained prior to the commencement of any road works on for the development site.

- 3.2 All road works must be designed and constructed in accordance with the approved plans (refer to condition 2.1), *Capricorn Municipal Development Guidelines*, relevant *Australian Standards* and the provisions of a Development Permit for Operational Works (road works).

- 3.3 A concrete pathway with a minimum width of 1.2 metres, must be constructed on the northern side of Alexander Court and eastern side of Old Capricorn Highway for the full frontage of the development site.

- 3.4 All pathways and access ramps must be designed and constructed in accordance with *Australian Standard AS1428 "Design for access and mobility"*.

- 3.5 All pathways must incorporate kerb ramps at all road crossing points.

4.0 ACCESS AND PARKING WORKS

- 4.1 A Development Permit for Operational Works (access and parking works) must be obtained prior to the commencement of any access and parking works on the site.

- 4.2 All works must be designed and constructed in accordance with the approved plans (refer to condition 2.1), *Capricorn Municipal Development Guidelines*, *Australian Standard AS2890 "Parking Facilities"* and the provisions of a Development Permit for Operational Works (access and parking works).

- 4.3 All parking spaces, access driveway(s), pedestrian pathway and vehicular manoeuvring areas associated with this proposed development must be concrete paved or sealed.

-
- 4.4 Universal access parking spaces must be provided in accordance with *Australian Standard AS2890.6 "Parking Facilities - Off-Street parking for people with disabilities"*.
- 4.5 All internal pedestrian pathways must be designed and constructed in accordance with *Australian Standard AS1428 "Design for Access and Mobility"*.
- 4.6 Parking spaces must be line-marked as shown in the Site Plan (refer to condition 2.1) and in accordance with the *Australian Standard AS2890 "Parking facilities"* and the provisions of a Development Permit for Operational Works (access and parking works).
- 4.7 Any application for a Development Permit for Operational Works (access and parking works) must be accompanied by detailed and scaled plans, which demonstrate the turning movements/swept paths of the largest vehicle to access the development site.
- 5.0 **PLUMBING AND DRAINAGE WORKS**
- 5.1 All internal plumbing and drainage works must be designed and constructed in accordance with the approved plans (refer to condition 2.1), *Capricorn Municipal Development Guidelines, Water Supply (Safety and Reliability) Act, Plumbing and Drainage Act*, Council's Plumbing and Drainage Policies and the provisions of a Development Permit for Plumbing and Drainage Works.
- 5.2 The development must be connected to Council's reticulated sewerage and water networks.
- 5.3 The existing sewerage and water connection point(s) must be retained, and upgraded if necessary, to service the development.
- 5.4 Sewer connection and water meter box located within trafficable areas must be raised or lowered to suit the finished surface levels and must be provided with heavy duty trafficable lids.
- 5.5 The finished sewerage access chamber surface must be at a sufficient level to avoid ponding of stormwater above the top of the chamber. A heavy duty trafficable lid must be provided in the trafficable area.
- 5.6 Sewerage trade waste permits must be obtained for the discharge of any non-domestic waste into Council's sewerage reticulation. Arrester traps must be provided where commercial or non-domestic waste water is proposed to be discharged into the system.
- 6.0 **STORMWATER WORKS**
- 6.1 A Development Permit for Operational Works (stormwater works) must be obtained prior to the commencement of any stormwater works on the development site.
- 6.2 All stormwater drainage works must be designed and constructed in accordance with the approved plans (refer to condition 2.1), *Queensland Urban Drainage Manual, Capricorn Municipal Development Guidelines*, sound engineering practice and the provisions of a Development Permit for Operational Works (stormwater works).
- 6.3 The existing grated inlet pit must be raised or lowered, if required, to suit new finished surface level.
- 7.0 **ROOF AND ALLOTMENT DRAINAGE WORKS**
- 7.1 All roof and allotment drainage works must be designed and constructed in accordance with the approved plans (refer to condition 2.1), *Queensland Urban Drainage Manual, Capricorn Municipal Development Guidelines* and sound engineering practice.
- 7.2 All roof and allotment runoff from the development must be directed to a lawful point of discharge and must not restrict, impair or change the natural flow of runoff water or cause a nuisance or worsening to surrounding land or infrastructure.
-

8.0 SITE WORKS

- 8.1 All earthworks must be undertaken in accordance with *Australian Standards, AS3798 "Guidelines on Earthworks for Commercial and Residential Developments"*.
- 8.2 Site works must be constructed such that they do not, at any time, in any way restrict, impair or change the natural flow of runoff water, or cause a nuisance or worsening to surrounding land or infrastructure.

9.0 BUILDING WORKS

- 9.1 Impervious paved waste storage area/s must be provided in accordance with the approved plans (refer to condition 2.1) and the *Environmental Protection Regulation 2008* and must be:
- 9.1.1 designed and located so as not to cause a nuisance to neighbouring properties;
 - 9.1.2 surrounded by at least a 1.8 metre high fence that obstructs from view the contents of the waste storage area by any member of the public from any public place;
 - 9.1.3 of a sufficient size to accommodate all bins (residential and/or commercial type bins) plus clearances around the bins for manoeuvring and cleaning;
 - 9.1.4 Medical, Clinical and Pharmaceutical wastes must be serviced by qualified commercial contractors;
 - 9.1.5 setback a minimum of two (2) metres from any road frontage; and
 - 9.1.6 provided with a suitable hosecock and hoses at the refuse container area, and washdown must be drained to the sewer and fitted with an approved stormwater diversion valve arrangement in accordance with the Sewerage Trade Waste provisions and the *Plumbing and Drainage Act*.
- 9.2 As an alternative to a washdown facility, a fully contained commercial bin cleaning service is acceptable provided no wastewater is discharged from the site to the sewer.

10.0 LANDSCAPING WORKS

- 10.1 Landscaping must be established in accordance with the approved plans (refer to condition 2.1).
- 10.2 All landscaping must predominantly contain plant species that are locally native to the Central Queensland region due to their low water dependency.
- 10.3 The landscaped areas must be subject to an ongoing maintenance and replanting programme (if necessary).

11.0 ELECTRICITY

- 11.1 Electricity services must be provided to the development in accordance with the standards and requirements of the relevant service provider.
- 11.2 Evidence that the development is provided with electricity services from the relevant service provider must be provided to Council, prior to the commencement of the use.

12.0 TELECOMMUNICATIONS

- 12.1 Telecommunications services must be provided to the development in accordance with the standards and requirements of the relevant service provider. Unless otherwise stipulated by telecommunications legislation at the time of installation, this includes all necessary pits and pipes, and conduits that provide a connection to the telecommunications network.
- 12.2 Evidence that the development is provided with telecommunications services from the relevant service provider must be provided to Council, prior to the commencement of the use.
-

Note: The *Telecommunications Act 1997* (Cth) specifies where the deployment of optical fibre and the installation of fibre-ready facilities is required.

Note: For telecommunications services, written evidence must be in the form of either a "Telecommunications Infrastructure Provisioning Confirmation" where such services are provided by Telstra or a "Notice of Practical Completion" where such services are provided by the NBN.

13.0 ASSET MANAGEMENT

13.1 Any alteration necessary to electricity, telephone, water mains, sewerage mains, and/or public utility installations resulting from the development or in connection with the development, must be at full cost to the Developer.

13.2 Any damage to existing kerb and channel, water supply and sewerage infrastructure, pathway or roadway (including removal of concrete slurry from public land, pathway, roads, kerb and channel and stormwater gullies and drainage lines) which may occur during any works carried out in association with the approved development must be repaired. This must include the reinstatement of the existing traffic signs and pavement markings which may have been removed.

14.0 ENVIRONMENTAL

14.1 An Erosion Control and Stormwater Control Management Plan prepared by a Registered Professional Engineer of Queensland in accordance with the *Capricorn Municipal Design Guidelines*, must be:

14.1.1 implemented, monitored and maintained for the duration of the works, and until all exposed soil areas are permanently stabilised (for example, turfed, hydromulched, concreted, landscaped); and

14.1.2 available on-site for inspection by Council Officers whilst all works are being carried out.

15.0 OPERATING PROCEDURES

15.1 All construction materials, waste, waste skips, machinery and contractors' vehicles must be located and stored or parked within the site. No storage of materials, parking of construction machinery or contractors' vehicles will be permitted in Alexander Court or Old Capricorn Highway.

15.2 All waste storage areas must be:

15.2.1 kept in a clean and tidy condition; and

15.2.2 maintained in accordance with *Environmental Protection Regulation 2008*.

15.3 Any lighting devices associated with the development, such as sensory lighting, must be positioned on the development site and shielded so as not to cause glare or other nuisance to nearby residents and motorists. Night lighting must be designed, constructed and operated in accordance with *Australian Standard AS4282 "Control of the obtrusive effects of outdoor lighting"*.

15.4 Noise emitted from the activity must not cause an environmental nuisance.

15.5 Operations on the site must have no significant impact on the amenity of adjoining premises or the surrounding area due to the emission of light, noise or dust.

ADVISORY NOTES

NOTE 1. Aboriginal Cultural Heritage

It is advised that under section 23 of the *Aboriginal Cultural Heritage Act 2003*, a person who carries out an activity must take all reasonable and practicable measures to ensure the activity does not harm Aboriginal Cultural Heritage (the "cultural heritage duty of care"). Maximum penalties for breaching the duty of care are listed in the Aboriginal Cultural Heritage legislation. The information on

Aboriginal Cultural Heritage is available on the Department of Aboriginal and Torres Strait Islander and Multicultural Affairs website www.datsima.qld.gov.au

NOTE 2. General Environmental Duty

General environmental duty under the *Environmental Protection Act 1994* prohibits unlawful environmental nuisance caused by noise, aerosols, particles, dust, ash, fumes, light, odour or smoke beyond the boundaries of the property during all stages of the development including earthworks, construction and operation.

NOTE 3. General Safety Of Public During Construction

The *Work Health and Safety Act 2011* and *Manual of Uniform Traffic Control Devices* must be complied with in carrying out any construction works, and to ensure safe traffic control and safe public access in respect of works being constructed on a road.

NOTE 4. Infrastructure Charges Notice

This application is subject to infrastructure contributions in accordance with Council policies. The contributions are presented on an Infrastructure Charges Notice.

RECOMMENDATION B

That in relation to the application for a Development Permit for a Material Change of Use for a Veterinary Service, made by BEAT Architects on behalf of Animality Pty Ltd, on Lot 6 on SP210592, Parish of Gracemere, located at 1 Alexander Court, Gracemere, Council resolves to issue an Infrastructure Charges Notice for the amount of \$39,440.10.

Recommendation of the Planning and Regulatory Committee, 6 September 2016**9.2.8 D25-2015 - REQUEST FOR A NEGOTIATED DECISION NOTICE FOR DEVELOPMENT PERMIT FOR A MATERIAL CHANGE OF USE FOR A VEHICLE DEPOT**

File No: D/25-2015

Attachments:

1. Locality Plan
2. Site Plan

Authorising Officer: Tarnya Fitzgibbon - Coordinator Development Assessment
Trevor Green - Manager Planning & Regulatory Services
Michael Rowe - General Manager Community Services

Author: Anton de Klerk - Senior Planning Officer

SUMMARY

Development Application Number: D/25-2015

Applicant: RS Pamerter

Real Property Address: Lot 1 on RP616167, Parish of Gracemere

Common Property Address: 179 Somerset Road, Gracemere

Area of Site: 5,407 square metres

Planning Scheme: Fitzroy Shire Planning Scheme 2005

Planning Scheme Zoning: Gracemere-Stanwell Zone – Precinct K Rural/Village Precinct

Planning Scheme Overlays: Nil

Existing Development: House and Vehicle Depot (compliance matter)

Existing Approvals: House and various additions

Approval Sought: Request for a Negotiated Decision Notice for Development Permit for a Material Change of Use for a Vehicle Depot

COMMITTEE RECOMMENDATION

Council resolves that:

- A. In relation to the application for a Negotiated Decision Notice for Development Permit D/25-2015 for a Material Change of Use for a Vehicle Depot, made by Designtek on behalf of RS Pamerter, on Lot 1 on RP616167, Parish of Gracemere, located at 179 Somerset Road, Gracemere:
1. Condition 2.1 be amended.
 2. Condition 5.3 be amended.
 3. Condition 5.6 be deleted.
 4. Condition 8.5 be amended.
 5. Condition 9.1 be amended.
 6. Condition 9.2 be added.
 7. Condition 9.3 be added.

-
8. Condition 14.2 be deleted.
 9. Condition 14.4 be amended.
 10. Condition 14.5 be amended.
- B. To reflect the above amendments, RS Pamerter, be issued with a Negotiated Decision Notice for Development Permit D/25-2015 for a Material Change of Use for a Vehicle Depot.
- 1.0 ADMINISTRATION
- 1.1 The Developer and his employee, agent, contractor or invitee is responsible for ensuring compliance with the conditions of this development approval.
 - 1.2 Where these Conditions refer to "Council" in relation to requiring Council to approve or to be satisfied as to any matter, or conferring on the Council a function, power or discretion, that role may be fulfilled in whole or in part by a delegate appointed for that purpose by the Council.
 - 1.3 All conditions, works, or requirements of this approval must be undertaken and completed within six (6) months of this approval taking effect, unless otherwise stated.
 - 1.4 Infrastructure requirements of this development approval must be contributed to the relevant authorities, where applicable, at no cost to Council.
 - 1.5 The following further Development Permits must be obtained prior to the commencement of any works associated with their purposes:
 - 1.5.1 Operational Works:
 - (i) Road Works;
 - (ii) Access and Parking Works;
 - (iii) Stormwater Works;
 - (iv) Roof and Allotment Drainage; and
 - (v) Landscaping Works.
 - 1.5.2 Plumbing and Drainage Works; and
 - 1.5.3 Building Works.
 - 1.6 All works must be designed, constructed and maintained in accordance with the relevant Council policies, guidelines and standards, unless otherwise stated.
 - 1.7 All engineering drawings/specifications, design and construction works must be in accordance with the requirements of the relevant *Australian Standards* and must be approved, supervised and certified by a Registered Professional Engineer of Queensland.
 - 1.8 All conditions, works, or requirements of this development approval relating to the existing non-compliant Vehicle Depot must be undertaken and completed by obtaining the Development Permits:
 - 1.8.1 to Council's satisfaction;
 - 1.8.2 at no cost to Council; and
 - 1.8.3 by lodging the applications within six (6) months of the date of this development approval, and completion of the works within six (6) months from the date of the approval of those works, unless otherwise stated.
- 2.0 APPROVED PLANS AND DOCUMENTS
- 2.1 The approved development must be completed and maintained generally in accordance with the approved plans and documents, except where amended by any condition of this development approval:
-

<u>Plan/Document Name</u>	<u>Plan/Document Reference</u>	<u>Dated</u>
Proposed Site Area Plan	WD-01 Revision A	7 September 2015

- 2.2 Where there is any conflict between the conditions of this development approval and the details shown on the approved plans and documents, the conditions of this development approval must prevail.
- 2.3 Where conditions require the above plans or documents to be amended, the revised document(s) must be submitted for endorsement by Council prior to the submission of a Development Application for Operational Works.
- 3.0 ROAD WORKS
- 3.1 A Development Permit for Operational Works (road works) must be obtained prior to the commencement of any road works for the development site.
- 3.2 All road works must be designed and constructed in accordance with the approved plans (refer to condition 2.1), *Capricorn Municipal Development Guidelines* and relevant *Australian Standards* and the provisions of a Development Permit for Operational Works (road works).
- 3.3 Stewart Street must be upgraded to an Industrial Access standard for the full frontage of Lot 1 on RP616167, with half road construction along the development side. Kerb and channel and drainage infrastructure must be included.
- 3.4 Traffic signs and pavement markings must be provided in accordance with the *Manual of Uniform Traffic Control Devices – Queensland*. Where necessary, existing traffic signs and pavement markings must be modified in accordance with the *Manual of Uniform Traffic Control Devices – Queensland*.
- 4.0 ACCESS AND PARKING WORKS
- 4.1 A Development Permit for Operational Works (access and parking works) must be obtained prior to the commencement of any access and parking works on the development site.
- 4.2 All access and parking works must be designed and constructed in accordance with the approved plans (refer to condition 2.1), *Capricorn Municipal Development Guidelines* and *Australian Standard AS2890 “Parking facilities”* and the provisions of a Development Permit for Operational Works (access and parking works).
- 4.3 All parking spaces, access driveway(s), and vehicular manoeuvring areas associated with this proposed development must be concrete paved or asphalted.
- 4.4 The existing access to the development must be upgraded to comply with the requirements of the *Capricorn Municipal Development Guidelines*.
- 4.5 All vehicles must ingress and egress the development in a forward gear.
- 5.0 PLUMBING AND DRAINAGE WORKS
- 5.1 All internal plumbing and drainage works must be designed and constructed in accordance with the approved plans (refer to condition 2.1), *Capricorn Municipal Development Guidelines*, *Water Supply (Safety and Reliability) Act*, *Plumbing and Drainage Act*, Council’s Plumbing and Drainage Policies and the provisions of a Development Permit for Plumbing and Drainage Works.
- 5.2 Alteration, disconnection or relocation of internal plumbing and sanitary drainage works associated with the existing building must be in accordance with regulated work under the *Plumbing and Drainage Act* and Council’s Plumbing and Drainage Policies.
- 5.3 The development must be connected to Council’s reticulated water network via special water supply arrangements. Alternatively, adequate on-site water storage for

domestic purposes must be provided and must be certified by a hydraulic engineer or other suitably qualified person.

- 5.4 On-site sewerage treatment and disposal must be provided in accordance with the *Queensland Plumbing and Wastewater Code* and Council's Plumbing and Drainage Policies.
- 5.5 No structures must be located within the on-site sewerage treatment and disposal area or conflict with the separation distances, in accordance with the *Queensland Plumbing and Wastewater Code*.

6.0 STORMWATER WORKS

- 6.1 A Development Permit for Operational Works (stormwater works) must be obtained prior to the commencement of any stormwater works on the development site.
- 6.2 All stormwater drainage works must be designed and constructed in accordance with the approved plans (refer to condition 2.1), *Queensland Urban Drainage Manual*, *Capricorn Municipal Development Guidelines* and sound engineering practice and the provisions of a Development Permit for Operational Works (stormwater works).
- 6.3 All stormwater must drain to a demonstrated lawful point of discharge and must not adversely affect surrounding land or infrastructure in comparison to the pre-development condition, including but not limited to blocking, altering or diverting existing stormwater runoff patterns or having the potential to cause damage to other infrastructure.
- 6.4 Any application for a Development Permit for Operational Works (stormwater works) must include an assessment of how the development meets the stormwater management design objectives in *State Planning Policy 2014*.
- 6.5 The development must not increase peak stormwater runoff for a selected range of storm events up to and including a one per cent (1%) Annual Exceedance Probability defined flood event, for the post development condition.
- 6.6 Any application for a Development Permit for Operational Works (stormwater works) must be accompanied by a Stormwater Drainage Report, prepared and certified by a Registered Professional Engineer of Queensland that as a minimum includes:
- 6.6.1 identification of drainage catchment and drainage sub-catchment areas for the pre-development and post-development scenarios including a suitably scaled stormwater master plan showing the aforementioned catchment details and lawful point(s) of discharge that comply with the requirements of the *Queensland Urban Drainage Manual*;
 - 6.6.2 an assessment of the peak discharges for all rainfall events up to and including a one percent (1%) Annual Exceedance Probability defined flood event, for the pre-development and post-development scenarios;
 - 6.6.3 details of any proposed on-site detention/retention systems and associated outlet systems required to mitigate the impacts of the proposed development on downstream lands and existing upstream and downstream drainage systems;
 - 6.6.4 identification and conceptual design of all new drainage systems, and modifications to existing drainage systems required to appropriately and adequately manage stormwater collection and discharge from the proposed development;
 - 6.6.5 demonstration of how major design storm flows are conveyed through the subject development to a lawful point of discharge in accordance with the *Queensland Urban Drainage Manual* and the *Capricorn Municipal Development Guidelines*;

-
- 6.6.6 identification of the area of land inundated as a consequence of the minor and major design storm events in the catchment for both the pre-development and post-development scenarios;
 - 6.6.7 identification of all areas of the proposed development, and all other land (which may include land not under the control of the Developer) that need to be dedicated to, or encumbered in favour of Council or other statutory authority, in order to provide a lawful point of discharge for the proposed development. The areas identified must satisfy the requirements of the *Queensland Urban Drainage Manual*. All land proposed as major overland flow paths must include appropriate freeboard, access and maintenance provisions consistent with the *Queensland Urban Drainage Manual*; and
 - 6.6.8 details of all calculations, assumptions and data files (where applicable).
- 7.0 ROOF AND ALLOTMENT DRAINAGE WORKS
- 7.1 A Development Permit for Operational Works (roof and allotment drainage works) must be obtained prior to the commencement of any drainage works on the development site.
 - 7.2 All roof and allotment drainage works must be designed and constructed in accordance with the approved plans (refer to condition 2.1), *Queensland Urban Drainage Manual*, *Capricorn Municipal Development Guidelines*, sound engineering practice and the provisions of a Development Permit for Operational Works (roof and allotment drainage works).
 - 7.3 All roof and allotment runoff from the development must be directed to a lawful point of discharge and must not restrict, impair or change the natural flow of runoff water or cause a nuisance to surrounding land or infrastructure.
- 8.0 BUILDING WORKS
- 8.1 No structures must be located within the on-site sewerage treatment and disposal area or conflict with the separation distances, in accordance with the *Queensland Plumbing and Wastewater Code*.
 - 8.2 All external elements, such as air conditioners, pool and spa pumps and associated equipment, must be adequately screened from public view, to Council's satisfaction.
 - 8.3 Any lighting devices associated with the development, such as sensory lighting, must be positioned on the development site and shielded so as not to cause glare or other nuisance to nearby residents and motorists. Night lighting must be designed, constructed and operated in accordance with *Australian Standard AS4282 "Control of the obtrusive effects of outdoor lighting"*.
 - 8.4 Impervious paved waste storage area/s must be provided in accordance with the approved plans (refer to condition 2.1) and the *Environmental Protection Regulation 2008* and must be:
 - 8.4.1 designed and located so as not to cause a nuisance to neighbouring properties;
 - 8.4.2 surrounded by at least 1.8 metre high fence that obstructs from view the contents of the waste storage area by any member of the public from any public place; and
 - 8.4.3 setback a minimum of two (2) metres from any road frontage
 - 8.5 A minimum 1.8 metre high solid fence (i.e. corrugated, trimdek, colorbond or similar standard profile) must be erected between the subject development site and the adjacent residential property south of the development.
-

9.0 LANDSCAPING WORKS

- 9.1 Landscaping must be provided along the full frontage of Stewart Street with a minimum width of one (1) metre and a minimum mature height of 1.2 metres. Species selected must upon full maturity create a dense screen/ hedge.
- 9.2 Landscaping must be provided along the southern boundary with a minimum width of one (1) metre and a minimum mature height of three (3) metres. Species selected must upon full maturity create a dense screening.
- 9.3 Landscaping must be provided along the south-eastern boundary (from the southern side of the covered parking area up to the southern boundary line) with a minimum width of one (1) metre and a minimum mature height of 1.8 metres. Species selected must upon full maturity create a dense screen/ hedge.
- 9.4 All landscaping must predominantly contain plant species that are locally native to the Central Queensland region due to their low water dependency.
- 9.5 The landscaped areas must be subject to an ongoing maintenance and replanting programme.

10.0 ELECTRICITY AND TELECOMMUNICATIONS

- 10.1 Underground electricity and telecommunication connections must be provided to the proposed development to the standards of the relevant authorities (if required).

11.0 ASSET MANAGEMENT

- 11.1 Any alteration necessary to electricity, telephone, water mains, sewerage mains, and/or public utility installations resulting from the development or in connection with the development, must be at full cost to the Developer.
- 11.2 Any damage to existing stormwater, water supply and sewerage infrastructure, kerb and channel, pathway or roadway (including removal of concrete slurry from public land and Council infrastructure) that occurs while any works are being carried out in association with this development approval must be repaired at full cost to the developer. This includes the reinstatement of any existing traffic signs or pavement markings that may have been removed or damaged.
- 11.3 'As Constructed' information pertaining to assets to be handed over to Council and those which may have an impact on Council's existing and future assets must be provided prior to the commencement of the use. This information must be provided in accordance with the *Manual for Submission of Digital As Constructed Information*.

12.0 ENVIRONMENTAL

- 12.1 No contaminants are permitted to be released to land or water, including soil, silt, oils, detergents, and et cetera. Any wash-down areas used for the maintenance or cleaning of equipment (including vehicles) must be appropriately bunded and drained to a holding tank and evaporated.

13.0 ENVIRONMENTAL HEALTH

- 13.1 Noise emitted from the activity must not cause an environmental nuisance.
- 13.2 Operations on the development site must have no significant impact on the amenity of adjoining premises or the surrounding area due to the emission of light, noise or dust.
- 13.3 When requested by Council, noise monitoring must be undertaken and recorded within three (3) months, to investigate any genuine complaint of nuisance caused by noise. The monitoring data, an analysis of the data and a report, including noise mitigation measures, must be provided to Council within fourteen (14) days of the completion of the investigation. Council may require any noise mitigation measures identified in the assessment to be implemented within appropriate timeframes. Noise measurements must be compared with the acoustic quality objectives specified in the most recent edition of the *Environmental Protection (Noise) Policy*.
-

-
- 13.4 Odour and visible contaminants, including but not limited to dust, fume, smoke, aerosols, overspray or particulates, must not be released to the environment in a manner that will or may cause environmental nuisance or harm unless such release is authorised by Council.
- 13.5 No contaminants are permitted to be released to land or water, including soil, silt, oils, detergents, etcetera. Any wash-down areas used for the maintenance or cleaning of equipment (including vehicles) must be appropriately bunded and drained to the sewer network in accordance with a trade waste permit.
- 13.6 All chemicals and/or environmentally hazardous liquids must be contained within a covered, bunded storage area that has a volume of at least that of the largest container in the bund plus twenty-five percent (25%) of the total storage capacity.
- 13.7 An appropriate spill kit must be kept on-site for neutralising or decontaminating spills. The spill kit must be clearly identifiable, maintained regularly and stored in a central location that is easily accessible to employees. Staff must be adequately trained in the use of these materials. The spill kit may consist of:
- 13.7.1 a bin with a tight-fitting lid, partially filled with non-combustible absorbent material such as vermiculite;
 - 13.7.2 a broom, shovel, face shield, chemically-resistant boots and gloves; and
 - 13.7.3 waste bags and ties.
- 13.8 Any spillage of environmentally hazardous liquids or other materials must be cleaned up as quickly as practicable. Any spillage of waste and/or contaminants must not be hosed or swept to any stormwater drainage system, roadside gutter or waters.
- 14.0 OPERATING PROCEDURES
- 14.1 The vehicle depot is limited to the storage of five (5) body trucks and associated machinery and trailers.
- 14.2 All construction materials, waste, waste skips, machinery and contractors' vehicles must be located and stored or parked within the development site. Storage of materials or parking of construction machinery or contractors' vehicles must not occur within Somerset Road or Stewart Street.
- 14.3 The hours of operations for the development site must be limited to:
- 14.3.1 0700 hours to 1730 hours on Monday to Friday;
 - 14.3.2 0800 hours to 1300 hours Saturdays; and
 - 14.3.3 No operations on Sundays or Public Holidays
- 14.4 Operations limited by the hours of operation in Condition 14.3 includes all operations such as loading/ unloading of machinery, starting and manoeuvring vehicles and any maintenance of vehicles and machinery.

ADVISORY NOTES

NOTE 1. Aboriginal Cultural Heritage

It is advised that under section 23 of the *Aboriginal Cultural Heritage Act 2003*, a person who carries out an activity must take all reasonable and practicable measures to ensure the activity does not harm Aboriginal cultural heritage (the "cultural heritage duty of care"). Maximum penalties for breaching the duty of care are listed in the Aboriginal cultural heritage legislation. The information on Aboriginal cultural heritage is available on the Department of Aboriginal and Torres Strait Islander and Multicultural Affairs website www.datsima.qld.gov.au.

NOTE 2. General Environmental Duty

General environmental duty under the *Environmental Protection Act 1994* prohibits unlawful environmental nuisance caused by noise, aerosols, particles,

dust, ash, fumes, light, odour or smoke beyond the boundaries of the development site during all stages of the development including earthworks, construction and operation.

NOTE 3. General Safety Of Public During Construction

The *Work Health and Safety Act 2011* and *Manual of Uniform Traffic Control Devices* must be complied with in carrying out any construction works, and to ensure safe traffic control and safe public access in respect of works being constructed on a road.

NOTE 4. Property Note (Audit of conditions)

An inspection of the property to ascertain compliance with conditions will be undertaken twelve (12) months after the approval takes effect. If the works are completed prior to this time please contact Council for an earlier inspection. A property note to this effect will be placed on Council's records.

NOTE 5. Infrastructure Charges Notice

This application is subject to infrastructure charges in accordance with Council policies. The charges are presented on an Infrastructure Charges Notice.

Recommendation of the Planning and Regulatory Committee, 6 September 2016**9.2.9 REVIEW OF LAND USE FOR A PROPERTY AT KABRA****File No:** 8038 / 4781 / 8431**Attachments:**

1. Locality Plan
2. Report presented 21 June 2016
3. Deed of Agreement

Authorising Officer: Tarnya Fitzgibbon - Coordinator Development Assessment
Trevor Green - Manager Planning & Regulatory Services
Michael Rowe - General Manager Community Services**Author:** Judith Noland - Development Compliance Officer

SUMMARY*This report provides a review of unapproved land use of a property at Kabra.***COMMITTEE RECOMMENDATION**

THAT the status report be received.

10 COUNCILLOR/DELEGATE REPORTS

10.1 REQUEST FOR FINANCIAL ASSISTANCE FROM DIVISION 4 COUNCILLOR DISCRETIONARY FUND - GRACEMERE SCOUT GROUP

File No: 8295
Attachments: Nil
Authorising Officer: Ross Cheesman - Acting Chief Executive Officer
Author: Megan Careless - Executive Support Officer

SUMMARY

Councillor Ellen Smith requesting approval to donate \$1500 from her Division 4 Councillor Discretionary Fund to the Gracemere Scout Group.

OFFICER'S RECOMMENDATION

THAT approval be granted to donate \$1500 from Division 4 Councillor Discretionary Fund to the Gracemere Scout Group.

BACKGROUND

Councillor Ellen Smith is requesting approval to donate \$1500 from her Division 4 Councillor Discretionary Fund to the Gracemere Scout Group to assist with renovations to the Group's Den.

The Gracemere Scout Group has recently had a Scout join who has a family member in a wheelchair. Sadly, the Den is ill-equipped to accommodate wheel chair access. The Group would like to build a ramp at the front of the building enabling wheel chair access to allow participation in activities being held inside.

In addition, at a recent Scout Ceremony, it was observed that the condition of kitchen facilities in the Den are outdated and in need of major renovations.

Scouting is an educational program for the youth of our Region. It offers a variety of challenging adventures based on personal achievement, teamwork and leadership. The children learn life skills such as independent thinking, leadership, problem solving skills, social interaction and responsibility.

Councillor Smith commends the efforts of the Gracemere Scout Leaders and their families in providing this program to the youth and their efforts in upgrading their facilities.

11 OFFICERS' REPORTS

11.1 LIFTING MATTERS FROM THE TABLE

File No: 3565
Attachments: Nil
Authorising Officer: Evan Pardon - Chief Executive Officer
Author: Peter Owens - Acting General Manager Community Services

SUMMARY

Items lying on the table require a report to be lifted from the table before being dealt with. This report is designed to lift all necessary reports from the table to be dealt with at the current meeting 13 September 2016.

OFFICER'S RECOMMENDATION

THAT the following matter "lying on the table" be lifted from the table and be dealt with accordingly:

- Request for a Council resolution regarding applications to be assessed under a Superseded Planning Scheme for storage sheds along Bowlin Road, Port Curtis.

11.2 REQUEST FOR A COUNCIL RESOLUTION REGARDING APPLICATIONS TO BE ASSESSED UNDER A SUPERSEDED PLANNING SCHEME FOR STORAGE SHEDS ALONG BOWLIN ROAD, PORT CURTIS

File No: 3565
Attachments: 1. Locality Plan
Authorising Officer: Tarnya Fitzgibbon - Coordinator Development Assessment
Author: Anton de Klerk - Planning Officer

SUMMARY

This matter was laid on the table at the Planning and Regulatory Committee meeting held on 19 July 2016. An audit was undertaken by Council's Development Compliance Section to determine which structures were constructed on properties on Bowlin Road prior to the commencement of the Rockhampton Region Planning Scheme 2015; eleven (11) Class 10 structures were found on eleven (11) allotments (as listed below). A departmental decision was made that any application to apply the superseded planning scheme for these existing structures would be supported as they were exempt under the planning scheme which was applicable at that point in time. It was further decided that no new development on these lots would be supported due to the new zoning and severe flooding impacts; however, subsequent recommendations by the Planning and Regulatory Committee have supported that development as it was in compliance with the previous Planning Scheme which could still be applied until late August 2016. A Committee direction is sought on the direction to be taken on application that may be received for that area prior to the expiration of the opportunity to utilise the previous Planning Scheme.

OFFICER'S RECOMMENDATION**RECOMMENDATION A**

THAT Council direct that any application lodged prior to and including 23 August 2016 for a request to be assessed under the superseded planning scheme (*Fitzroy Shire Planning Scheme 2005*) for a shed (class 10 structure) over Lots 1 to 30, 33 to 45, 51, 52, 60, 62, 63 and 65 on RP601383; Lots 1 and 2 on RP601384; Lot 162 on PL4023 and Lot 92 on LN2547 be **supported** under delegation despite conflict with the current *Rockhampton Region Planning Scheme 2015*.

RECOMMENDATION B

THAT Council direct that any application lodged after and including 24 August 2016 for a request to be assessed under the superseded planning scheme (*Fitzroy Shire Planning Scheme 2005*) for a shed (class 10 structure) over Lots 1 to 30, 33 to 45, 51, 52, 60, 62, 63 and 65 on RP601383; Lots 1 and 2 on RP601384; Lot 162 on PL4023 and Lot 92 on LN2547 be **refused** under delegation and to be assessed under the current *Rockhampton Region Planning Scheme 2015*.

BACKGROUND

The historic subdivision area along Bowlin Road, Port Curtis, (consisting of sixty-five (65) allotments) was zoned Rural and did not trigger any overlays under the superseded Planning Scheme (*Fitzroy Shire Planning Scheme 2005*). Sheds within this rural historic subdivision area were supported in accordance with the superseded planning scheme, when the shed was associated with a rural activity operating from the site. In this circumstance, a shed could have been exempt from being assessed by the planning scheme and only required building permits.

The current *Rockhampton Region Planning Scheme 2015* was adopted on 24 August 2015 and replaced the superseded *Fitzroy Shire Planning Scheme 2005*.

Under the *Rockhampton Region Planning Scheme 2015* this area is now located within the Limited Development Zone and is affected by the Fitzroy River Flood Overlay. In accordance with the *Rockhampton Region Planning Scheme 2015*, the Limited Development Zone does not support any buildings and/or structures to be developed within this area.

On 28 June 2016, it was recommended at a Council meeting that all requests for storage sheds along Bowlin Road, Port Curtis that are assessed under the superseded planning scheme, be supported. In this instance, Council may only assess such requests until 23 August 2016 in accordance with section 95 of the *Sustainable Planning Act 2009* (which is one (1) year after the new planning scheme was adopted). All requests received after 23 August 2016 must be assessed under the current *Rockhampton Region Planning Scheme 2015*.

COMMENTARY

An audit was undertaken by Council's Development Compliance Section to determine which structures were constructed on properties on Bowlin Road prior to the commencement of the *Rockhampton Region Planning Scheme 2015*; eleven (11) Class 10 structures were found on eleven (11) allotments (as listed below). A departmental decision was made that any application to apply the superseded planning scheme for these existing structures would be supported as they were exempt under the planning scheme which was applicable at that point in time. It was further decided that no new development on these lots would be supported due to the new zoning and severe flooding impacts; however, subsequent recommendations by the Planning and Regulatory Committee have supported that development as it was in compliance with the previous Planning Scheme which could still be applied until late August 2016. The following is a summary of the current situation in that area:

Eleven (11) Lots containing a storage shed prior to the adoption of the Rockhampton Region Planning Scheme 2015:

1. Lot 47 on RP601383
2. Lot 48 on RP601383
3. Lot 49 on RP601383
4. Lot 50 on RP601383
5. Lot 53 on RP601383
6. Lot 55 on RP601383
7. Lot 56 on RP601383
8. Lot 57 on RP601383
9. Lot 58 on RP601383
10. Lot 59 on RP601383
11. Lot 61 on RP601383

Since the adoption of the *Rockhampton Region Planning Scheme 2015*, Council has approved two (2) requests to be assessed under the superseded planning scheme. Neither formed part of the existing eleven (11) sheds as listed above (namely over Lots 46 and 54 on RP601383).

Local Government Responsibilities:

Strategic Planning Comments

The previous rural historic subdivision area along Bowlin Road is located in the Limited Development (constrained land) Zone under the *Rockhampton Region Planning Scheme 2015*. The purpose of this zone is to identify land that is significantly affected by one or more development constraints. The sixty-five (65) allotments located in this area are triggered by extreme riverine flood overlays which indicate predominantly high and extreme flood hazard levels.

Under the *Rockhampton Region Planning Scheme 2015*, new buildings or structures are not supported in high and extreme flood hazard areas. The strategic framework clearly indicates that development is avoided in high and extreme flood hazard riverine areas.

The Fitzroy River flood modelling was updated in 2014 to include the infrastructure upgrades to Yeppen North and South. The study area was extended to incorporate most of Port Curtis, including the subject lots. It is part of the state interest requirements and the recommendation of the Queensland Flood Commissions of Inquiry that the latest available flood hazard mapping is incorporated into planning instruments. This mapping was included within the *Rockhampton Region Planning Scheme 2015*.

When determining whether to approve requests for assessment under a superseded planning scheme, it is important for the intents of forward planning instruments such as the *Rockhampton Region Planning Scheme 2015* are considered.

Engineering Comments

Development within this historic subdivision along Bowlin Road, Port Curtis, is proposed to be limited to small scale rural uses and a limited range of development that does not require urban standards of infrastructure. However, should further development be encouraged within this area, a number of concerns are required to be addressed and/or considered, for example:

- a) What are the cumulative impacts that the sheds will have on the inundation extents in this area?
- b) Has engineering consideration been given to sheds accommodating a major flood event? Will the sheds be designed to withstand a major flood event? Since a shed could be exempt under the superseded planning scheme, there are no mechanisms to control or condition this. Furthermore, will there be any impacts downstream due to debris should the sheds not be able to withstand a major flood event?
- c) Bowlin Road is currently constructed to a Rural Access standard. Considering that this area could potentially develop a total of sixty-five (65) sheds, it is estimated that an excess of 150 vehicle trips per day could be generated along Bowlin Road (using the *RTA Guide to Traffic Generating Development*). As there is currently no constructed road past 312 Bowlin Road, there could be an expectation for Council to design and construct a road to service these properties. As the generated traffic is potentially above 150 vehicle trips per day, this road will be required to be constructed to a Rural Minor Collector standard. Strategic Infrastructure estimates that the cost to build four (4) kilometres of unconstructed road to service these properties would be in excess of \$3.5 million. Furthermore, due to the likely flooding impacts from the river, this may even be higher.
- d) In addition to item (c) above, the currently constructed but unsealed portion of Bowlin Road (from Quay Street extended to 312 Bowlin Road) will also be required to be sealed. Under Council's "*Upgrading of Unsealed Rural Roads to Sealed Standard Policy*", Council are obliged to seal a road with a volume in excess of 150 vehicle trips per day. Therefore, allowing further development along Bowlin Road could require the sealing of an additional 4.5 kilometres of rural road which is estimated to cost in excess of \$400,000. It should be noted that additional costs may also be required to improve Bowlin Road's current flood immunity via culvert drainage, given the increase in traffic volumes and increase in road standard.

It is recommended that all requests to be assessed under the superseded planning scheme for storage sheds within the rural historic subdivision area along Bowlin Road, Port Curtis, be refused for the following reasons:

- it is in conflict with the new *Rockhampton Region Planning Scheme 2015* – strategic framework, zone and overlay codes;
- it is located in a predominantly high to extreme flood hazard area;
- access during a flood event is cut-off for extended periods of time;

- the cumulative impacts that the sheds will have on the inundation extents in this area is unknown;
- it is not guaranteed that the sheds will be able to withstand a major flood event (and the debris could also have further impacts downstream);

there could be an expectation for Council to design and construct a road to service these properties which could be in excess of \$3.9 million (excluding maintenance costs).

CONCLUSION

It is likely that Council will receive more requests to be assessed under the superseded planning scheme for Building Works for sheds over the remaining lots in the historical subdivision area along Bowlin Road, Port Curtis, being Lots 1 to 30, 33 to 45, 51, 52, 60, 62, 63 and 65 on RP601383; Lots 1 and 2 on RP601384; Lot 162 on PL4023 and Lot 92 on LN2547.

There will be an expectation from the owners of those lots that they will receive an approval over these lots for a shed (class 10 structure), despite conflicts with the current *Rockhampton Region Planning Scheme 2015*. Accordingly, Council officer's recommendations will be to refuse these requests to be assessed under the superseded planning scheme based on the conflicts with the current scheme. However, it was indicated at the Council meeting on 28 June 2016 that requests to be assessed under the superseded planning scheme can be supported until 23 August 2016. This date will mark the twelve (12) month period for applications to be assessed under a superseded planning scheme in accordance with section 95 of the *Sustainable Planning Act 2009*. Thus, from 24 August 2016, all development must be assessed by the current *Rockhampton Region Planning Scheme 2015*.

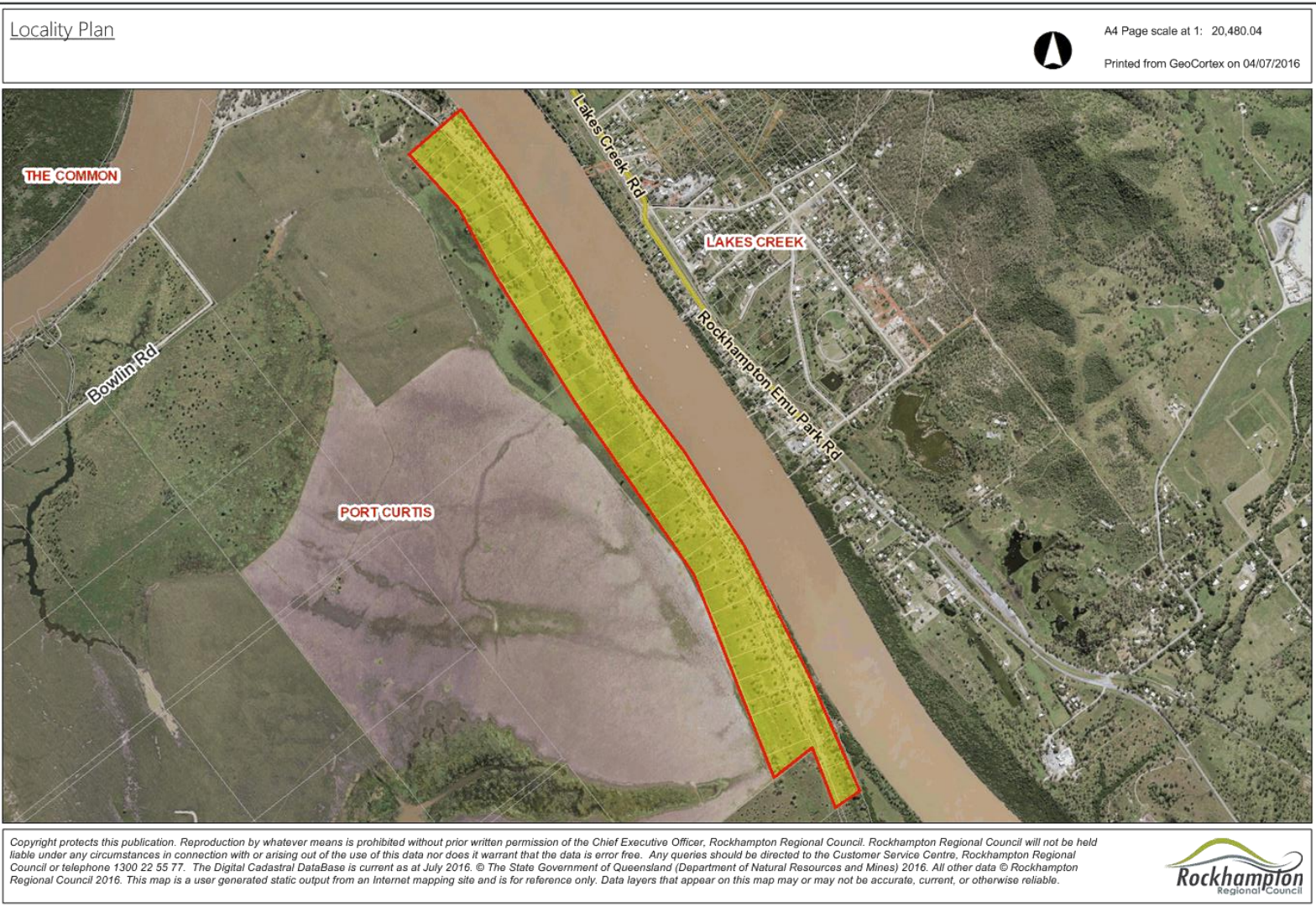
Furthermore, to streamline the process for any future requests to be assessed against the superseded planning scheme (Fitzroy Shire Planning Scheme 2005) for sheds to be built on the remaining lots in the historical subdivision along Bowlin Road, Port Curtis, it was recommended to provide a resolution to Council which could be adopted, as outlined below.

**REQUEST FOR A COUNCIL
RESOLUTION REGARDING
APPLICATIONS TO BE ASSESSED
UNDER A SUPERSEDED PLANNING
SCHEME FOR STORAGE SHEDS
ALONG BOWLIN ROAD, PORT CURTIS**

Locality Plan

Meeting Date: 13 September 2016

Attachment No: 1



11.3 AUDIT COMMITTEE (EXTERNAL) MEMBERS

File No: 5207

Attachments:

1. QAO Report To Parliament-Audit Committees
2. CV-1 (Closed Session)
3. CV-2 (Closed Session)
4. CV-3 (Closed Session)

Authorising Officer: Evan Pardon - Chief Executive Officer

Author: John Wallace - Chief Audit Executive

SUMMARY

The CAE is requesting approval from Council for arrangements for the Audit and Business Improvement Committee, moving forward, to cover the next Full Term of Council. Contracts for the three current external members expire at the end of October 2016.

OFFICER'S RECOMMENDATION

THAT Council approve Option 2 as detailed in the report for new arrangements for the next Audit and Business Improvement Committee.

COMMENTARY

The CAE is seeking approval for arrangements to be put in place for the current term of Council. Council will likely next go to election in March 2020. This proposal covers the period to the completion of the financial statements for that financial year (i.e. to end October 2020), to maintain effective continuity of knowledge of Council's complex operations by the external members of this advisory committee. Council should decide on the best preferred option -

OPTION 1 - Maintain the existing Membership (as is) by renewing the 3 existing external members' contracts. The benefits to Council are continuation of extensive Committee knowledge of Councils complex operational environment. This is also the least costly and time consuming option (involving no associated advertising or recruitment costs).

OPTION 2 - Maintain a partial continuing Membership by renewing 2 external members' contracts, plus seeking one new external member with new experience. This option has benefits in maintaining the minimum essential necessary continuity of experience and mix of member's skills in regard to Council's complex risk, financial and operational environment.

This option, if selected, will also then additionally involve a full recruitment process for one new external member, by the CAE, based on CAE selection criteria, and CAE assessment of potential interested candidates against these criteria, for approval by Council.

This option therefore is an extension of 2 contracts, to the end of October 2020, for-

1. Andrew MacLeod – External Financial Expert (Current Committee Chair);
2. Michael Parkinson – External Member

Plus, additionally recruiting one new external Member (as 3rd external committee member)

OPTION 3 – Maintain a reduced Audit & BI Committee moving forward – consisting of only 2 external members and 1 internal member (Councillor). External membership contracts to be continued as per OPTION-2 above (for- A MacLeod & M Parkinson). This would maintain a minimum size committee at lower cost, however, with some considerable loss of potential and skillset, relative to the profile of Council's operations.

In further support of these 3 Options - The CAE has independently approached the QAO and discussed options, issues, concerns, and requested advice with respect to Council obtaining a best practice Audit Committee.

These 3 options are therefore put to Council for consideration. QAO Better Practice attributes for an audit committee are attached for Council's information. In particular, QAO comments that-

'These individuals (Committee membership) need to be knowledgeable about the entity's operations, particularly the department's risks and the arrangements in place for the management of these risks'. (QAO document S4.1.1).

The CAE would also point out that it is common practice to extend audit committee (external) membership beyond an original term (of 4 years), and particularly for reasons of continuity of essential knowledge of the business operations, as indicated above.

In further support of reasons for extending existing external memberships, is the excellent level of support provided to Council, and necessary balance of skillset provided by the existing external members. In particular their continued considerable added informal contribution of time, expertise, and advice, directly to staff, and management, outside of the formal meetings process, in such areas as Risk Management, Audit, Control and General Governance matters. The committee is particularly well balanced from a combined skill mix and experience perspective.

BACKGROUND

The CAE has attached the original external members' original Resumes for further information and consideration, to support this proposal.

PREVIOUS DECISIONS

Council has already extended the three external members' contracts for a 6 month period, to maintain essential continuity of organization operational knowledge and effort, as this impacts the preparation and oversight of the current period Financial Statements.

BUDGET IMPLICATIONS

The existing financial arrangements are proposed to be carried forward unchanged, unless Council deems it necessary to change the members' remuneration. These amounts have not been increased for over 4 years, and were originally benchmarked against other Councils. Remuneration includes a fixed per meeting allowance of \$2,000, plus travel and accommodation expenses. A budget is currently approved to cover these existing arrangements. The committee generally meets 4 times per year, or more often if requested, and at times by teleconference (resulting in savings to the committee's operations).

LEGISLATIVE CONTEXT

Council is required to have an Audit Committee, under S105 of the Local Government Act, 2009. The Local Government Regulation, 2012, Section 210, indicates – Audit Committee Composition – The Committee Must –

- Consist of at least 3 and no more than 6 members;
- Include 1, but no more than 2 councillors appointed by the local government;
- Include at least 1 member who has significant experience and skills in financial matters (currently this is A MacLeod – Committee Chair)

STAFFING IMPLICATIONS

There are no internal staffing impacts associated with this decision.

RISK ASSESSMENT

The possibility is that not all members may necessarily be interested in continuing their membership for a second term of 4 years. Once council has indicated its preferred option, the CAE will undertake to solicit further interest in continuation by members, and/or undergo a recruitment process. In the event that the council's preferred option cannot be fulfilled, the CAE will recruit the difference.

AUDIT COMMITTEE (EXTERNAL) MEMBERS

QAO Report To Parliament- Audit Committees

Meeting Date: 13 September 2016

Attachment No: 1

2013-14 - Internal Controls Report - Departments

4 Audit committees

In brief

Background

Audit committees are an important part of the governance framework of public sector entities. They provide an independent source of assurance and advice to the Director-General about internal financial controls.

Conclusion

Departmental audit committees have been established with comprehensive charters to govern their ongoing operations; they hold regular meetings to monitor the internal control environment; and they documented proceedings adequately.

In principle, all the committees should be operating effectively. In practice, audit committee operations at six departments require improvement in their operating principles, committee structure and key responsibilities.

Key findings

Operating principles

- One department audit committee did not have an annual work program in place and had not commenced an annual review of its charter as it was awaiting the results of an ongoing external review.

Committee structure

- The average audit committee membership was six, which is the maximum recommended in Queensland Treasury and Trade's Audit Committee Guidelines: Improving Accountability and Performance (the guidelines). Eight department audit committees had membership numbers that exceeded this maximum.
- One department audit committee had no external members and five audit committees had the department's Director-General as the chair.
- Fourteen department audit committees had external, independent membership of less than 50 per cent which is in contrast to the Under Treasurer's request encouraging a long term strategy of appointing more independent members so that, ideally, at least half of the membership is independent.

Key responsibilities

- Chapter 3 of this report noted eleven departments as having internal audit functions with elements for improvement which may affect the extent of internal control assurance provided to an audit committee.
- Two departments that have an audit committee with membership in excess of the maximum recommended size and low external member representation also had long outstanding high risk internal audit issues awaiting resolution.

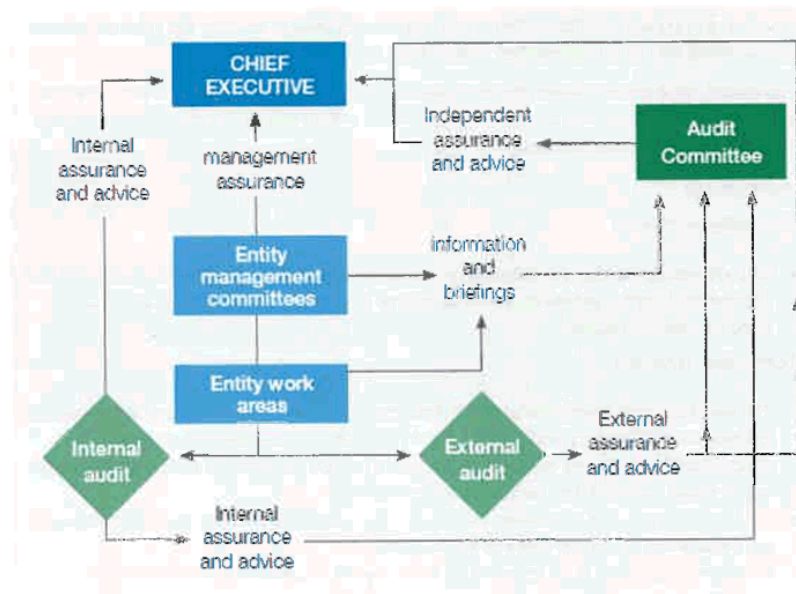
4.1 Background

The requirement to establish departmental audit committees is governed by the Financial and Performance Management Standard 2009 (FPMS). Queensland Treasury and Trade also issues guidelines on governance and audit committee operation. Its guidelines intend to combine best practice principles identified in a number of best practice guidelines for audit committees in both the public and private sectors.

An audit committee is recognised internationally as a key element of good governance; an effective audit committee provides a Director-General with added confidence in a department's financial reporting, internal controls, risk management, legislative compliance and audit functions.

Figure 4A shows the typical relationships between the audit committee, the entity and its external auditors as part of the overall accountability framework.

Figure 4A
Overview of a typical accountability framework of an entity



Source: Australian National Audit Office

4.1.1 Better practice

Under the better practice guidelines, audit committees should have a clearly documented charter that has been determined with regard to relevant legislative requirements and the department's broader corporate governance framework—including the committee's responsibilities—and which is approved by the Director-General. Committees should also plan their activities to meet their responsibilities; focus on the important issues and risks; be forward looking; and adopt a continuous improvement approach in interactions with department management.

Audit committees should be chaired by a person who is able to lead discussions, encourage the participation of other members and conduct meetings in an effective manner. The membership of each committee should comprise individuals with the right combination of skills and experience so that the group possesses broad business, financial management and public sector experience and expertise. These individuals need to be knowledgeable about the entity's operations, particularly the department's risks and the arrangements in place for the management of these risks.

The members of an effective audit committee receive appropriate levels of support and sufficient opportunities to keep abreast of key developments in the department and the public sector generally. This includes being provided with an appropriate agenda and supporting materials in sufficient time to ask challenging questions and fulfil the audit committee charter responsibilities.

An audit committee should have a sound working relationship with the Director-General and be able to exercise discretion in determining how best to meet its responsibilities. This includes adopting an independent perspective which separates management and audit committee responsibilities.

The committee members should encourage and maintain open and constructive dialogue with senior management, internal and external audit and other committees. Holding separate sessions with auditors and management is also conducive to achieving the financial oversight responsibilities and obtaining feedback for annual self assessment.

Effective audit committees monitor the implementation of recommendations made by internal and external audit and other review activities. They ensure that internal audit coverage is aligned with a department's risks; is an appropriate mix of performance and compliance audits; and includes a focus on the areas of greatest risk.

4.2 Audit objectives

As part of our annual financial audit, we routinely assess the role and effectiveness of each department's audit committee as part of our consideration of the control environment. An effective audit committee strengthens the control environment, which is the foundation for the other components of internal control.

To form a positive conclusion on the effectiveness of an audit committee, we expect to find the application and demonstration of the five key elements contained in the audit committee guidelines— operating principles, committee structure, key responsibilities, relationship with audit and proceedings— taking into consideration the industry and associated risk environment in which the department operates.

4.3 Conclusions

Departmental audit committees have been established with comprehensive charters to govern their ongoing operations; they hold regular meetings to monitor the internal control environment; and they documented proceedings adequately.

In principle, all the committees should be operating effectively. In practice, audit committee operations at six departments require improvement in their operating principles, committee structure and key responsibilities.

Two of these six audit committees had memberships larger than average and recommended numbers, low external member representation and long outstanding high risk internal audit issues awaiting resolution. The combination of these factors raises concerns about their operating effectiveness.

Fourteen department audit committees had independent, external membership of less than 50 per cent; which is in contrast to the Under Treasurer request encouraging a long term strategy of appointing more independent members so that, ideally, at least half of the membership is independent. Where there is a predominance of management representation on the committees, there is a higher risk of conflict of interest.

4.4 Findings summary

All departments were assessed as satisfactory for their relationship with audit and for the standard of evidence of their proceedings. Figure 4B shows the departmental audit committees assessed as less than satisfactory for the three other elements, noting the areas which can be improved.

Figure 4B
Departments with elements for improvement

Department	Operating principles	Committee structure	Key responsibilities
DCS	Annual review of charter yet to commence No annual work plan	No external members Director-General is chair	Long outstanding high risk internal audit issues
DEHP		Director-General is chair	
DJAG		Three more members than desirable maximum size	Long outstanding high risk internal audit issues
DNPRSR		Director-General is chair	
DNRM		Two more members than desirable maximum size Director-General is chair	
DTESB		Director-General is chair	

Source: QAO

4.5 Operating principles

Audit committees should underpin their operations with a robust charter and comprehensive annual work plan. An approved charter creates clear accountability by documenting the committee's purpose, responsibilities, processes to perform responsibilities, committee membership and performance assessment. It should also distinguish the committee's activities from the Director-General's responsibilities.

4.5.1 Audit committee charter

All departmental audit committees had charters that were largely consistent and considered appropriate for undertaking their key responsibilities as a governance committee; however, there were opportunities identified to enhance their charter and operational capability. Such opportunities include incorporating specific comment within the audit committee charter of ten of the departments to address induction of new members; and, for 14 departments, how the self-assessment of the audit committee is to be undertaken.

4.5.2 Annual work plan

An annual work plan outlines the activities that are to be covered at audit committee meetings during the year. The Department of Community Safety audit committee did not have an annual work program for 2012–13. Without a plan, the audit committee cannot demonstrate its accountability for considering and addressing all key topics during the year.

4.6 Committee structure

Audit committees need the right balance of skills and industry experience so members challenge management appropriately and provide impartial views. Audit committees should have members who can ask probing questions of management and auditors and have a value adding relationship with management where audit committee expectations are understood and actions requested are carried out.

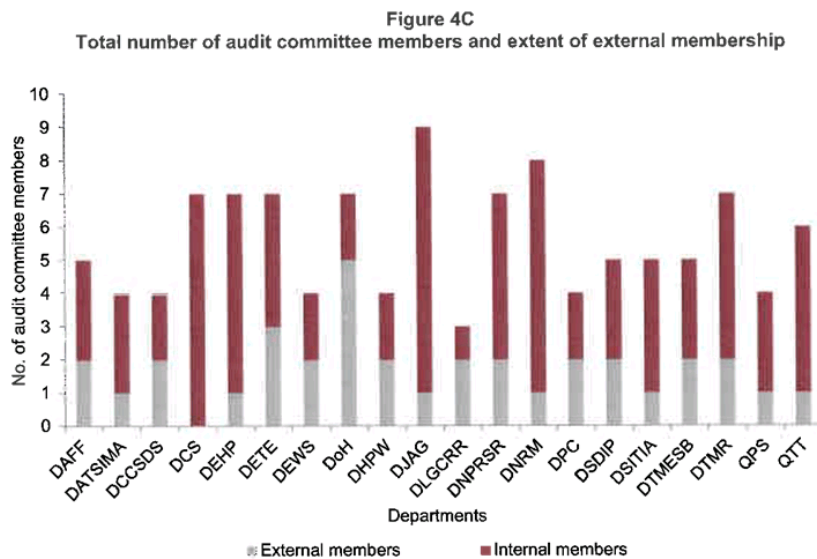
For this to occur, members need financial management and public sector governance experience, industry knowledge and the competency to oversee:

- the design and operation of internal controls
- financial statements and financial management
- risk management strategies and plans
- information systems and data security
- strategies to limit fraud and misappropriation
- compliance with legislation and key government policies.

Queensland Treasury and Trade guidelines suggest audit committees should have a minimum of three members and a maximum of six members. The guidelines also state it is desirable that two members are external to the agency to provide independent input from an 'outside' perspective. The Under Treasurer wrote to all Directors-General in February 2013, encouraging them in the long term to appoint more independent members to a department's audit committee so at least half of future membership numbers are independent.

A large audit committee comprising mainly department management representation may be seen as an extension of a department's management committee and lacking an independent perspective. Reducing the number of audit committee members and changing internal members to invited guest status would provide a better balance.

Figure 4C shows the total number of audit committee members and extent of external member representation. The average committee membership numbered around six, the maximum recommended benchmark. Eight of the 20 departments had more than this average and seven departments had only one external member. The Department of Community Safety had no external members pending the finalisation of an ongoing external review.



Source: QAO

All members had the necessary skills and experience to contribute to the committees' results.

It is highly desirable that the chair is independent of the department. The guidelines recommend that the Director-General should not undertake the role of chair of the audit committee.

Six of the 20 departments' audit committees were chaired by the department's Director-General:

- Department of Community Safety (DCS)
- Department of Environment and Heritage Protection (DEHP)
- Department of National Parks, Recreation, Sport and Racing (DNPRSR)
- Department of Natural Resources and Mines (DNRM)
- Department of Tourism, Major Events, Small Business and the Commonwealth Games (DTESB)
- Department of Health (DoH).

While DoH has its Director-General as its chair, this is offset to some extent by having five external audit committee members, including four members not from the Queensland public sector.

4.7 Key responsibilities

The key responsibilities of an audit committee include:

- reviewing management judgements included in financial statements (financial oversight)
- reviewing the effectiveness of internal controls (internal controls)
- monitoring the role and effectiveness of internal audit (internal audit)
- reviewing and monitoring the external auditor's effectiveness (external audit)
- reporting to the Director-General on how well the committee has fulfilled its responsibilities (self- assessment).

4.7.1 Financial oversight

Audit committees should consider any new or changed significant accounting policies and significant financial reporting issues and judgements made by management when annual statutory financial statements are prepared.

Audit committees provide value by resolving, or reviewing and making recommendations on the various financial reporting issues. Committees streamline the annual financial statement process by considering and resolving these issues from the start of the financial year.

All audit committees had reviewed the 2011–12 final financial statements prior to recommending management certification.

In February 2013, the Under Treasurer encouraged Directors-General to implement a number of strategies to streamline the financial statement preparation process for future years. These included preparing *pro forma* financial statements by April 2014 for the 2013–14 financial year. For an audit committee to add further value to the annual financial statement process, these *pro forma* financial statements should be available for review by audit committees prior to 30 June.

4.7.2 Internal controls

Audit committees evaluate the adequacy of the control environment and provide assurance to the Director-General that the internal control systems are of a high standard and functioning effectively. To do this, audit committees should review departments' internal control frameworks, scrutinize the findings of internal and external audit and consider whether management's responses to those findings are appropriate.

All 20 audit committees relied on the assurance statement of the chief finance officer (CFO) and internal and external audit reports to provide this assurance. As the financial accountability legislation places prominence on the CFO certification and audit committees rely on it, audit committees need to be satisfied that the process and underlying evidence is sufficient and appropriate to support the statement.

Chapter 2 of this report addresses the effectiveness of the CFO certification, where it was noted as better practice for the CFO to discuss the CFO certification design with the audit committee to provide an opportunity for early consultation and feedback.

4.7.3 Internal and external audit

Chapter 3 of this report addresses the effectiveness of the internal audit and noted the Department of Community Safety has weaknesses in its internal audit function due to long outstanding high risk internal audit issues and the absence of a formal audit work plan for 2012–13. Three other departments also had long outstanding high risk internal audit issues.

The *Financial Accountability Act 2009* requires a Director-General to approve the annual internal audit plan, based on the recommendation of the audit committee. Audit committees should have reviewed the annual internal audit plan before the start of the financial year to which it relates. The review enables the audit committee to identify and include in the plan areas where the Director-General requires additional assurance. Another key role for the audit committee is to ensure that management takes internal audit findings seriously and acts on the committee's recommendations.

The audit committee should review the external audit plan when it is available. The external audit plan helps the audit committee to understand the areas of financial risk and controls to be tested as part of the annual statutory financial statement audit. All departmental audit committees reviewed the external audit plan.

4.7.4 Self assessment

The FPMS requires an audit committee to report each year to the Director-General on its own operations. The self assessment process can assist the audit committee meet its objectives efficiently and effectively by reviewing and analysing the work it performed.

During 2011–12, a number of departments experienced significant structural alterations as a result of machinery of government changes. This resulted in the establishment of new departments and inaugural audit committees with self assessments planned for the conclusion of 2012–13, being the first year of operation.

Self assessments for 2011–12 had not been undertaken or could not be provided as evidence of having been undertaken for the Department of Communities, Child Safety and Disability Services and the Department of Education, Training and Employment.

4.8 Proceedings

Effective audit committees depend on good planning and regular meetings. Audit committees' discussions are enhanced if agenda items are supported by briefing papers that outline matters for discussion clearly and concisely, including action required by the committee.

All 20 committees issued adequate agendas and papers with enough time for members to review their content before the meetings.

The guidelines recommend that audit committees meet at least quarterly. Meetings should also be timed to fulfil the key activities of the audit committee, including reviewing audit reports and financial statements.

All departmental audit committees met on a timely basis, four or more times in the year.

While audit committee meetings should not be excessively long, sufficient time should be reserved during the meetings so that audit committee members can speak openly and candidly on agenda matters and with invited attendees. The average duration of audit committee meetings during the year was two hours and this was considered to be adequate.

11.4 MOUNT ARCHER, MOUNT MORGAN AND RURAL LANDS BUSHFIRE MANAGEMENT PLAN

File No: 805
Attachments: 1. Mount Archer, Mount Morgan and Rural Lands Bushfire Management Plan
Authorising Officer: Michael Rowe - General Manager Community Services
Author: Margaret Barrett - Manager Parks

SUMMARY

This report presents the draft Mount Archer, Mount Morgan and Rural Lands as the final component of the Regional Bushfire Strategy for Rockhampton Region.

OFFICER'S RECOMMENDATION

THAT Council approve the Mount Archer, Mount Morgan and Rural Lands Bushfire Management Plan and it be incorporated in the sub-plan under Council's Disaster Management Plan.

COMMENTARY

The planning for, mitigation of risk and preparation of response and recovery activities relating to natural disasters is a significant role for Council. While the majority of the responsibility for protection of life and property from fire lies with State agencies; there are roles and responsibilities that Council can and should perform.

BACKGROUND

Managing bushfire risk within the Region is one of Council's responsibilities under the Disaster Management Act (Qld) 2003.

As one of the areas with fire risk, the Mount Morgan Shire had a fire management regime in place with identified control lines and maintenance programs in place with community and stakeholders. In the period since amalgamation, Rockhampton Regional Council has applied funds from the Natural Disaster Resilience Program (State Government Department of Local Government, Community Recovery and Resilience) to implement a range of controls; the most recent of these was the construction of a fire control line, in 2013-14, in conjunction with Qld National Parks & Wildlife Service (QPWS), on Mount Archer. This control line was constructed to QPWS standards.

Prior to, during and post construction, discussions were held on the development of a Memorandum of Understanding between Council, Qld Parks & Wildlife Service and Qld Fire & Emergency Services (QFES) to cover the maintenance standards and responsibilities for maintenance of the Mount Archer fire control line. The MOU is nearing completion with all agencies having had the opportunity to add, review and comment. On-going discussions with QPWS and QFES on a revised draft MOU have been very positive; the formal completion and execution of this is imminent. Council is continuing with the implementation of its obligations as outlined in the draft MOU.

In 2014 Council engaged Firescape Science to prepare 1) A Fire Management Strategy for the Region and 2) A specific Fire Management Plan for Mount Archer. These reports were presented to Performance and Service Committee in April 2015.

The Fire Management Plan for Mount Archer was adapted with specific details on Council's mitigation and maintenance arrangements; this plan was approved by Performance and Service Committee in August 2015; and the maintenance details incorporated within Parks regular maintenance cycles. This Fire Management Plan has now been amended, with the addition of information in a similar format on the specific mitigation and management arrangements for Mount Morgan. Council's responsibilities in the Rural Lands are also outlined.

PREVIOUS DECISIONS

In June 2011, Council approved a regional fire risk mitigation plan for Council's Parks and Reserves (*Fire Risk Mitigation Plan 2011 – Council Parks and Reserves*)

In March 2014, Council approved the deployment of resources towards the development of a Fire Management Plan for Mt Archer and its surrounds.

In April 2015, Council approved the Rockhampton Region Fire Management Strategy; this document is now available on Council's web-site.

In August 2015, Council approved the incorporation of the Mount Archer Bushfire Management Plan in the sub-plan under Council's Disaster Management Plan.

BUDGET IMPLICATIONS

Parks operational budget has an allocation of \$30,000 per annum for fire mitigation. Other mitigation activities are included within maintenance programming and completed as per the applied maintenance cycle.

LEGISLATIVE CONTEXT

Managing bushfire risk within the Region is one of Council's responsibilities under the Disaster Management Act (Qld) 2003 and Local Disaster Management Plan (LDMP).

STAFFING IMPLICATIONS

Nil, all responsibilities have been absorbed within Parks Operations responsibilities.

RISK ASSESSMENT

Council's Risk Register includes a risk associated with the lack of holistic fire management planning.

CORPORATE/OPERATIONAL PLAN

Living, Learning & Leisure

Outcome – A safe, caring and healthy community that we all belong to

Service: Disaster Management - Ensure Council has appropriate disaster management strategies in place in the event of potential risk and natural hazards

Activity – Maintain a disaster management response capability able to meet the community's needs when required.

Service: Parks & Open Space

Activity – Maintain the Region's sports fields, parks, gardens, playgrounds and open spaces

CONCLUSION

Integrated bushfire management planning requires cooperation from government, landowners, community groups and the general public. This report outlines further recommendations for Council to progress this work.

**MOUNT ARCHER, MOUNT MORGAN
AND RURAL LANDS BUSHFIRE
MANAGEMENT PLAN**

**Mount Archer, Mount Morgan and
Rural Lands Bushfire Management
Plan**

Meeting Date: 13 September 2016

Attachment No: 1

I Zone Bushfire Management Plan

Mount Archer, Mount Morgan and Rural Lands

*This plan is part of the
Rockhampton Regional Council
Bushfire Management Strategy*



Rockhampton Regional Council

Mount Archer, Mount Morgan and Rural Lands “I Zone” Bushfire Management Plan

Contents

ROCKHAMPTON REGIONAL COUNCIL	2
MOUNT ARCHER, MOUNT MORGAN AND RURAL LANDS “I ZONE” BUSHFIRE MANAGEMENT PLAN	2
1. INTRODUCTION	4
1.1. PURPOSE	4
1.2. OBJECTIVES	5
1.3. STRATEGIC FRAMEWORK	5
1.4. LEGISLATIVE REQUIREMENTS	6
2. REGIONAL BUSHFIRE MANAGEMENT FRAMEWORK	7
2.1. DISASTER RISK MANAGEMENT FRAMEWORK	7
2.2. DISASTER RESPONSE AND RECOVERY STAKEHOLDERS	7
3. BUSHFIRE RISK MANAGEMENT	9
3.1. HIGH PRIORITY BUSHFIRE “I ZONES”	9
3.1.1. Mount Archer “I Zone”	9
3.1.2. Mount Morgan “I Zone”	10
3.1.3. Rural Lands “I Zone”	12
3.2. HIGH RISK ASSET AND COMMUNITY VALUES	14
3.2.1. Rural and Rural Residential Areas	14
3.2.2. High density residential areas	14
3.2.3. RRC land and Infrastructure	15
3.2.4. Community and private land use values	17
3.2.5. Biodiversity and other environmental values	17
3.3. BUSHFIRE RISK MANAGEMENT AND MITIGATION ACTIVITIES	18
3.3.1. Bushfire Control Lines	18
3.3.2. Fuel Reduction Burns	19
3.3.3. Strategic Pest Management	21
3.3.4. Local Planning Scheme Provisions and Building Codes	21
3.3.5. Education and Public Awareness Programs	22

3.3.6.	Bushfire Response Infrastructure	23
3.3.7.	Statutory Authority and Community Compliance Regulations (Local Laws)	23
4.	BUSHFIRE MITIGATION and MAINTENANCE	25
4.1.	Annual Bushfire Risk Management Assessment	25
4.2.	Mitigation and Emergency Response Equipment	25
4.3.	Bushfire Control Line Inspection and Maintenance	26
4.4.	Council Land Use Management Action Plan	27
4.5.	Council Bushfire Risk Mitigation and Maintenance Work Program	27
5.	MOUNT ARCHER “I ZONE” BUSHFIRE MANAGEMENT AREA	28
5.1.	NORMAN GARDENS SECTION - YEPPOON ROAD TO GERMAN STREET	29
5.2.	MOORES CREEK CORRIDOR – GERMAN ST – FRENCHVILLE ROAD	35
5.3.	MOUNT ARCHER SECTION – PILBEAM DRIVE AND FRASER PARK	39
5.4.	FRENCHVILLE SECTION – FRENCHVILLE ROAD – BLOXSOM STREET	46
5.5.	KOONGAL SECTION – BLOXSOM STREET – COOPER STREET	51
5.6.	LAKES CREEK SECTION – COOPER STREET – HARTINGTON STREET	56
6.	MOUNT MORGAN “I ZONE” BUSHFIRE MANAGEMENT AREA	63
6.1.	LEYDEN’S HILL BUSHFIRE MANAGEMENT SECTION	65
6.2.	THE MINE MANAGEMENT SECTION	70
6.3.	BIG DAM MANAGEMENT SECTION	75
6.4.	MOUNT MORGAN WEST MANAGEMENT SECTION	82
6.5.	MOUNT MORGAN EAST MANAGEMENT SECTION	88
6.6.	HAMILTON CREEK MANAGEMENT SECTION	93
7.	Appendix 1 – Mt Archer and Mt Morgan “I Zone” Management Action and Mitigation Program	99
8.	Appendix 2 – Maintenance Action Plan for Land Owned and Managed by Council	107
9.	Appendix 3 – Bushfire Control Line – Privately Owned Land	108
10.	References	109

1. INTRODUCTION

1.1. PURPOSE

Council plays an important role and makes a major contribution to community-wide efforts to deal with bushfires and the risks they present. They are active in multiple agency cooperative actions, community education and in their planning and development control functions related to bushfires.

In recent years, Rockhampton Regional Council (here after RRC) has been active in two aspects of bushfire management. The recreational areas and bushfire mitigation zones at the summit of Mount Archer are jointly managed by RRC and Queensland Parks Wildlife Service (here after QPWS). This includes participating in fuel reduction works by slashing undergrowth and supporting controlled burns.

The other major contribution by RRC has been its involvement in applying for funding and participating in the construction of bushfire control lines along the eastern edge of the city. This was a joint RRC and QPWS project.

After the 2009 fires, the Mount Archer Control Line was designed and constructed with funding contributions from QPWS and National Disaster Resilience Funding programs. There is now a network of bushfire breaks along the boundary of Rockhampton, from Emu Park Road in the south to Yeppoon Road in the north.

A Regional Bushfire Risk Management Strategy identified the need for the development of local bushfire management plans for the Mount Archer, Mount Morgan and High Bushfire Frequency Rural Lands "I Zone" areas. The Mount Archer "I Zone" Bushfire Management Plan has been developed to identify site specific bushfire risk areas and mitigation priorities within the Mount Archer "I Zone" and establish the cooperative arrangements to implement mitigation activities between QFES, QPWS, Rural Fire Service Queensland and RRC.

1.2. OBJECTIVES

To identify high priority bushfire risk areas within the Mount Archer, Mount Morgan and Rural Land "I Zone" Bushfire Management Areas for the purpose of bushfire risk management and mitigation activities.

To develop and promote bushfire education and public awareness programs to increase people's knowledge in bushfire prevention and safety during a bushfire.

Identify and implement development program and training schedule to continually improve Council staff skills and knowledge in bushfire prevention, mitigation, response and recovery.

Develop an annual action plan that provides for the annual monitoring, assessment and maintenance of Council land and associated fire trial networks for the purpose of prevention and mitigation activities.

To develop procedures for the response and recovery to bushfire events outlining the roles and responsibilities of Council staff during a bushfire event.

1.3. STRATEGIC FRAMEWORK

The *Disaster Management Act 2003* forms the legislative basis for disaster management activities within all levels of government in Queensland and its disaster management arrangements.

RRC is committed to ensuring that the regions disaster management arrangements comply with the provisions of the DMA through the development of the Local Disaster Management Plan¹ (here after LDMP).

Bushfire hazard was identified as a high priority risk in the Natural Disaster Risk Assessment carried out in the development of the LDMP. In response, RRC commissioned the development of the Regional Bushfire Risk Management Strategy.

The strategy developed a risk management framework that identified high risk areas in the region by measuring the impact of bushfire hazard on the regions assets and

¹ Rockhampton Regional Council, *Local Disaster Management Plan*, Rockhampton Regional Council, Rockhampton Queensland 2003

community values. Three high priority bushfire management zones were identified in the region; Mount Archer, Mount Morgan and surrounding high bushfire frequency rural lands.

The Mount Archer and Mount Morgan “I Zone” Bushfire Management Plan has been developed to identify priority areas within Mount Archer and Mount Morgan “I Zone” areas. The plan includes an analysis of the land use and assets and the potential risk of bushfire in order to identify local priority areas and outlines a series of management strategies that will be implemented to reduce the risk of bushfire on priority values and assets.

1.4. LEGISLATIVE REQUIREMENTS

The Mount Archer and Mount Morgan “I Zone” Bushfire Management Plan has been developed to help RRC meet its responsibilities and obligations required under the *Disaster Management Act 2003* and LDMP. The plan has been developed in accordance with the following state and commonwealth legislations and regulations.

Disaster Management Act 2003

Fire and Emergency Services Act 1990

Sustainability Planning Act 2009

Building Code Act 1975

Land Act 1994

Local Government Act 2009

Land Protection (Pest and Stock Route Management) Act 2002

Vegetation Management Act 1999

Nature Conservation Act 1992

Environmental Protection and Biodiversity Act 1999

2. REGIONAL BUSHFIRE MANAGEMENT FRAMEWORK

2.1. DISASTER RISK MANAGEMENT FRAMEWORK

RRC has a lead agency role in preparing, managing and responding to major disasters in the Council region under the LDMP. This is a comprehensive plan that addresses all aspects related to major disasters (including bushfires). It includes policy prescriptions and commitments related to education, coordination, bushfire mitigation and preparation, emergency response and recovery.

RRC has a Local Disaster Management Unit and employs a Disaster Management Officer and a SES Local Controller (shared with Livingstone Shire Council).

Bushfire risk and response is only one of a number of issues that are addressed through the statutory requirements of the *Disaster Management Act 2003*.

2.2. DISASTER RESPONSE AND RECOVERY STAKEHOLDERS

Regional bushfire and emergency services are organised in this region under the *Fire and Emergency Services Act 1990*. A state wide system of administrative arrangements is in place to coordinate the activities of multiple agencies involved in providing these emergency services.

Queensland Fire and Emergency Service (*here after* QFES) play a lead agency role in coordinating fire management activities and responses and include the Queensland Rural Fire Service and State Emergency Service.

The LDMP outlines the roles and responsibilities of lead and support agencies in relation to the threat of urban and bushfire. In addition to QFES there are a large number of separate agencies with responsibilities for bushfire management within their particular area of interest; such as; Queensland Rail, Department of Transport of Main Roads (*here after* TMR), Department of Natural Resources and Mines (*here after* DNRM) and Queensland Parks Wildlife Services (*here after* QPWS) have active fire management units and annual bushfire programs.

Bushfires do not respect administrative boundaries and these various community interests and responsibilities often overlap. To effectively manage bushfires it is

essential that each separate entity cooperate and pool their resources and efforts. This is achieved through the Regional Inter-departmental Disaster Committee (*here after* RIDC) which includes QFES, QPWS, RRC and major landholders who are represented by volunteers of the rural fire service brigades.

3. BUSHFIRE RISK MANAGEMENT

3.1. HIGH PRIORITY BUSHFIRE “I ZONES”

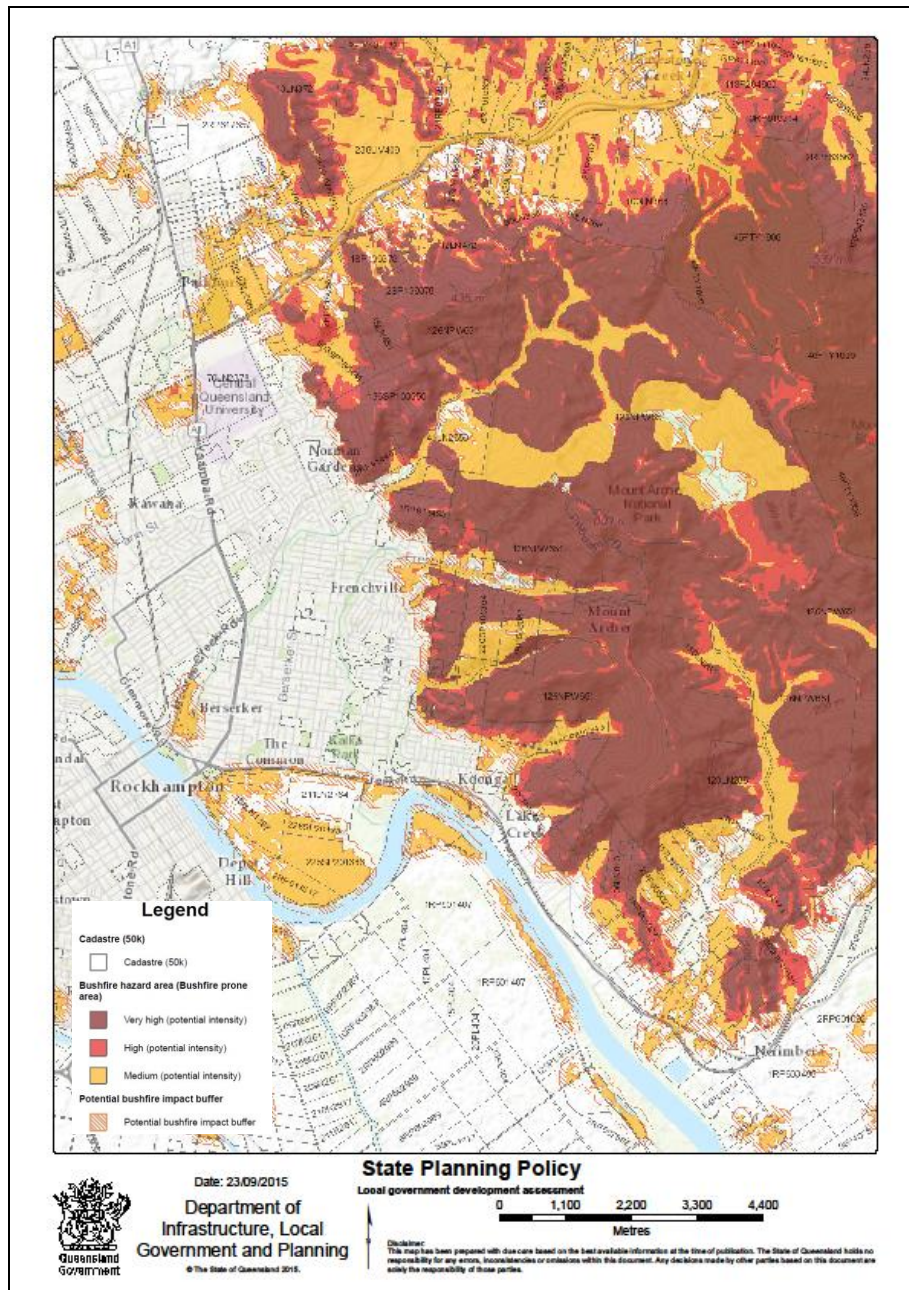
The Rockhampton Regional Bushfire Risk Strategy identified three priority bushfire management areas which include the interface between extensive bushland urban or undeveloped rural land and high value land (also called the “I Zone”, Byrne 2009). These are the “I Zone” areas at Mount Archer and Mount Morgan and the extensive, High Fire Frequency Rural Lands.

3.1.1. Mount Archer “I Zone”

The Mount Archer “I Zone” Bushfire Management Area include land along the urban – bushland interface immediately east of Rockhampton and undeveloped rural lands bordering the National Park (Map 1).

High risk priorities include the residential settlement on the summit of Mount Archer, Guthrie Street Park and “First Turkey” access route where significant RRC land and recreational users are exposed to bushfire risk.

The management area includes areas within RRC boundaries where buildings and people are potentially exposed to the impacts of bushfires. It encompasses a large interconnected landscape of forested hills and grasslands on the fringes of the Rockhampton urban zone which together make one coherent bushfire management unit.



Map 1: Mount Archer “I Zone” State Planning Policy Bushfire Hazard Mapping and Bushfire Impact Buffer

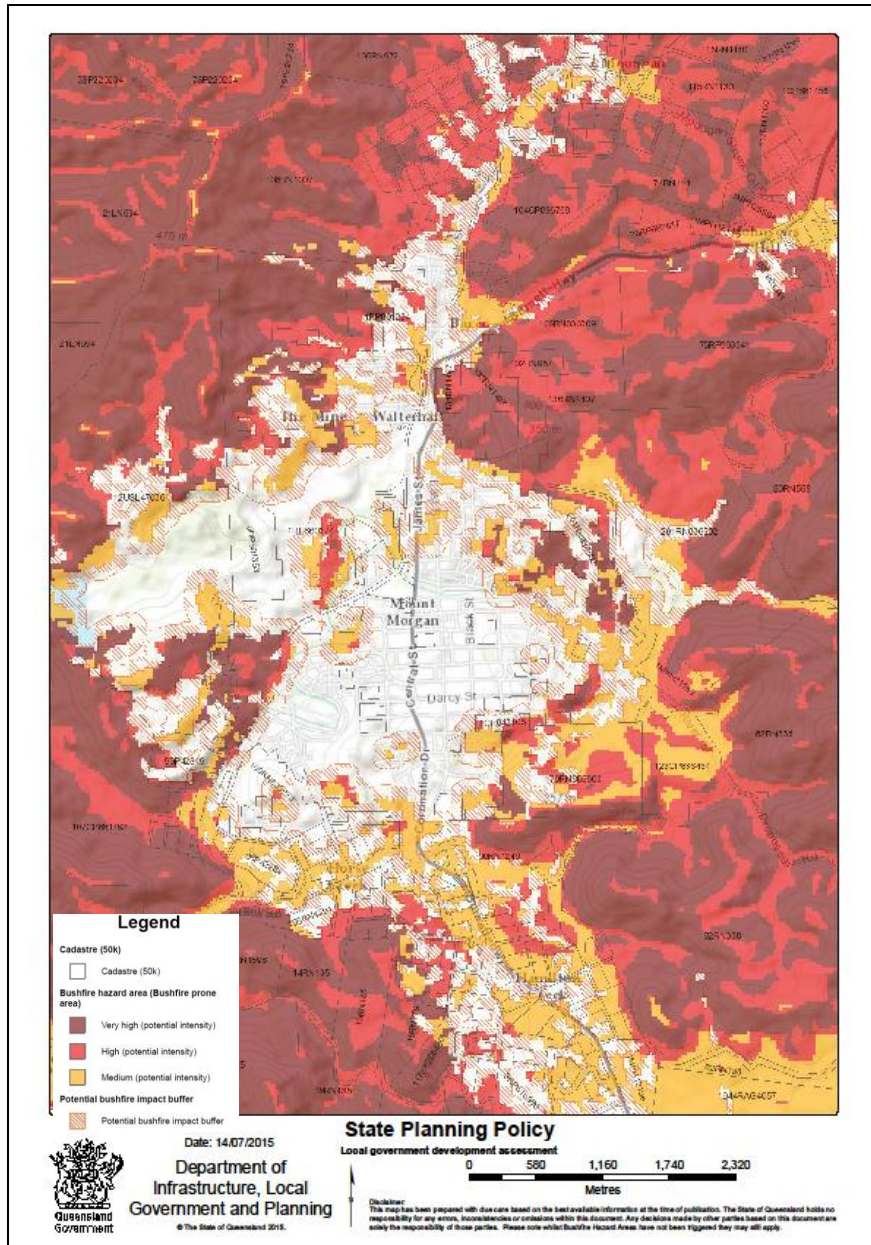
3.1.2. Mount Morgan “I Zone”

The Mount Morgan “I Zone” boundary is more variable and complex due to the small clusters of rural residential settlements fragmented by rough terrain and bushland, as shown in the map below (Map 2).

Mount Morgan is surrounded by low hills and the town is subject to strong winds particularly from the North and West. The topography can see turbulence develop, and in conjunction with the wind created by a bushfire, promote severe spotting activity making the prediction of the path of a fire very difficult. Access is generally

limited and the conduct of firefighting operations is severely hampered by the terrain.²

The highest risks associated with in the Mount Morgan “I Zone” include the rural residential settlements, the Water and Recreation Reserve (Lot 201 on Plan RN836502), 66kV power line and main transport arterials, Burnett Highway.



Map 2: Mount Morgan “I Zone” State Planning Policy Bushfire Hazard Mapping and Impact Zone

3.1.3. Rural Lands “I Zone”

The third priority area, Rural Lands “I Zone”, includes all privately owned rural properties in the high bushfire hazard hills of the region. Referring to the map below

² Rockhampton Regional Council, *Draft Fire Risk Management Plan – Mount Morgan 2009 Fire Season*. Rockhampton 2009.

(Map 3), the Rural Land “I Zones” can be broadly grouped into three land units - the western hills (eastern slopes of Goodedulla National Park), the central ridge line (from Morinish to Stanwell), and the southern hills around Mount Morgan³.

High bushfire risk within the Rural Lands “I Zone” includes primary production, farming communities, and the large forested areas which provide extensive timber and biodiversity reserves of high ecological and cultural importance⁴.

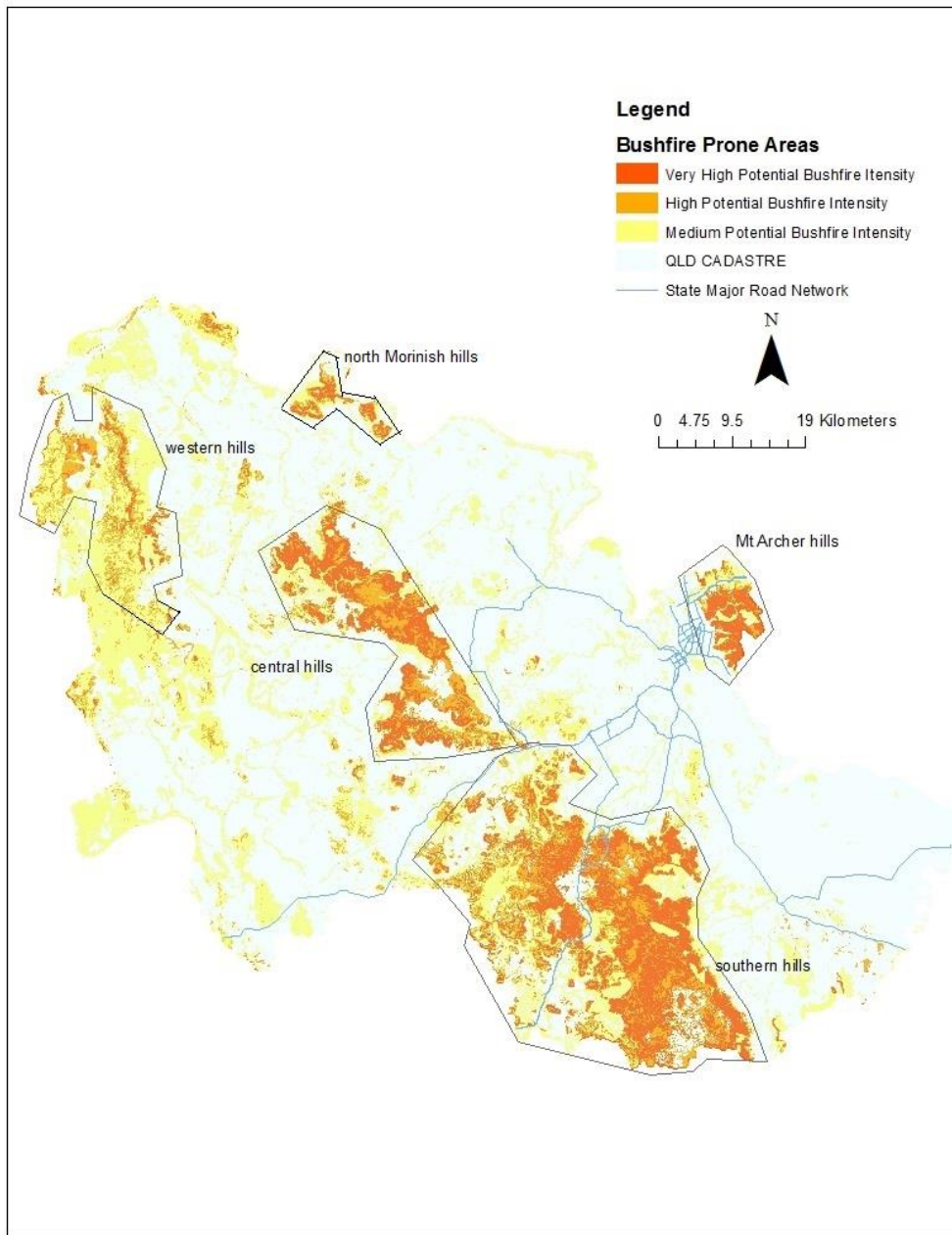
The extensive and remote nature of the Rural Lands “I Zone” presents significant challenges to bushfire management. Bushfire mitigation and management relies heavily on a shared responsibility with multiple agencies, organisations and individual landowners with limited operational involvement from RRC.

RRC’s priority is to reduce overall risk across all high fire frequency rural lands through public awareness and educational programs. Council is committed to supporting annual Bushfire Safety and Awareness Education campaigns in partnership with QFES. RRC is working towards establishing a campaign that will include a series of training and education sessions for communities located in the Rural Lands “I Zone”.

The sessions will be run as part of the Local Disaster Management Plan Education Program in partnership with Community Volunteer Educators who are employed by Rural Fire Service Queensland. Property owners will be provided with training and education in understanding the local risk, and how they can help prepare in case of a bushfire.

³Rockhampton Regional Council, *Rockhampton Region Bushfire Management Strategy*, Firescape Science, Rockhampton 2014

⁴Rockhampton Regional Council, *Draft Fire Risk Management Plan – Mount Morgan 2009 Fire Season*. Rockhampton 2009.



Map 3: Rural Lands "I Zones" Bushfire Hazard Mapping (Bushfire Prone Areas)

3.2. HIGH RISK ASSET AND COMMUNITY VALUES

3.2.1. Rural and Rural Residential Areas

Rural and rural residential communities are identified as high a priority within the Mount Morgan and Rural Lands “I Zones”. The level of risk for each community and individual landholder varies and depends largely on the actions of the landholder and supporting rural fire service brigade.

The consequences in this situation vary greatly. The value of property and structures, presence of clearings, level of remoteness and accessibility of evacuation routes will determine the level of impact and bushfire risk. Underdeveloped rural lands, located between urban fringe and rural areas of high bushfire frequency, present a range of issues and complications for bushfire response managers.

Rural communities know the risk presented by bushfires and have adequate protection in place. However, not everyone is well prepared and the threat is real and ever-present.

3.2.2. High density residential areas

At the summit of Mount Archer and along the eastern edge of Rockhampton city, residential suburbs lie within and alongside extensive areas of bushland that have a very high probability of intense bushfires. However, the majority of RRC and community assets are located away from high bushfire risk areas.

In contrast, Mount Morgan’s high density residential areas are susceptible to bushfire risk from all directions⁵. There is a large number of Council reserves and vacant unallocated state land through Mount Morgan. Vacant and unkempt blocks in town are likely to allow the rapid spread of the bushfire among houses and structures of mainly timber construction with potential for extensive property loss.

State Government Bushfire Hazard Mapping has been used to identify the Residential Risk Zone which includes properties that intersect the potential bushfire impact buffer, as shown by Map 1 and 2 in the previous chapter. Annual bushfire mitigation initiatives will be targeted around the Residential Risk Zones prior to and during high bushfire risk periods.

⁵ Rockhampton Regional Council, *Draft Fire Risk Management Plan – Mount Morgan 2009 Fire Season*. Rockhampton 2009.

3.2.3. RRC land and Infrastructure

RRC is one of largest land and property managers in the region and owns or administers freehold and reserve properties. Many of which are adjacent to, or within, large areas of vegetated land (i.e. within the “I Zone” management area). They range in size from small dwelling blocks in town to large water and nature reserves.

Council land and infrastructure that is a high priority bushfire risk is often associated with utilities required to provide primary services to the community; energy and water supply, communication services, waste and sewage services and transport networks. In many cases there are few assets exposed to bushfires and most are either resilient to damage or of relatively low value (e.g. picnic tables).

For the purpose of this management plan Council interests have been broken down into four land use categories.

1. Vacant Land - Bushland (Natural and Environmental Reserves)

Natural and environmental reserves are managed to be natural bushland for the purpose of protecting and maintaining ecologically sensitive areas and the scenic amenity of the surrounding bushland.

They are used by residents for the purpose of recreational and social pursuits, such as bushwalking, mountain bike riding and BBQ picnics. These areas are naturally considered a higher bushfire risk as they are often located between large areas of natural bushland and residential areas.

However, if not properly monitored and maintained these areas can often be overgrown with invasive grasses and infested with woody weeds that generate high fuel loads requiring more intense forms of bushfire risk mitigation.

2. Vacant Land – Open Space and Parkland

Cleared open space and parkland refers to land that is used for the purpose of parks and recreation and includes parks and open space throughout the “I Zone”. Open space and parkland also refers to land that Council owns that currently does not have a particular purpose, remains vacant or is utilised for the purpose of stormwater drainage.

In many cases open space and parkland are open grassed areas, sometimes with intact tree canopies, that require regular maintenance. RRC’s maintenance schedules adequately mitigate any bushfire risk.

However, where vacant land is not serviced and is not maintained the land is susceptible to a higher bushfire risk. In some instances, further mitigation activities are required in order to reduce the bushfire risk and threat to neighbouring land and property.

3. Creeks and Drainage Swales

Creeks and drainage swales can often act as corridors for bushfires to travel through and expose unprotected residential areas. Council has in place a regular maintenance schedule for land it owns or is responsible for, which in most cases prevent bushfire occurrences.

Council will carry out further mitigation activities, such as increasing the frequency and maintaining tree free areas where creeks or drains are connected to extensive bushland.

In many instances, small creeks and open drains occur on private land which requires Council to work with the land owner to ensure these areas are accessible and well maintained.

4. Bushfire Control Lines

Less than 5% of the bushfire control lines are located on Council land with the majority being located on state land and private property. However, Council has a responsibility to ensure provisions are in place to minimise the risk of bushfire to private property owners. Council will enter into memorandums of understanding with

QPWS, DNRM and other government landowners to carry out annual maintenance works on the bushfire control line networks located in each “I Zone” when necessary.

The mitigation and maintenance activities carried out by Council will be a support role involving; carrying out instructions issued by SES, QPWS, DNRM and QFES, ensuring the control line is easily accessible and where possible undertake mitigation activities when they align with Council responsibilities, such as weed control, mitigation slashing and removal of green waste.

3.2.4. Community and private land use values

Another consequence of bushfire is a reduction in the land use options for the community and private landholders. In many cases, this is a temporary impact that does not continue long after the bushfire event.

Of particular importance is the potential consequence of a bushfire threatening the lives of recreational users who are walking the tracks in times of heightened bushfire hazard. RRC has some responsibility in this regard as many of the entry points to tracks lie on RRC land (for example, Big Dam (Mount Morgan) Water and Camping Reserve, Mount Archer summit and at German Street Park). There are several tracks starting from the Mount Archer summit area which enter the National Park and vary in length from 500 m to 14 km.

RRC has a greater responsibility for the access points that arise on the urban fringe of Rockhampton and Mount Morgan. Important access points include the Moores Creek track through German Street Park reserve land. Council currently has a locked gate on this track/ entry point although it is unclear how effective this is in excluding vehicles. This reserve is also the location of a series of dedicated mountain bike riding trails. See <http://www.rockymtb.org/trails/>

3.2.5. Biodiversity and other environmental values

RRC has responsibilities to protect important biodiversity values and maintain the natural condition of the (undeveloped) lands it owns or controls.

Within the management area, most areas have mapped regional ecosystems⁶ (REs) that are classed as Least Concern according to the *Vegetation Management Act*

⁶ Regional Ecosystem mapping data; Vegetation Management Supporting Map (20/07/2014); <http://www.ehp.qld.gov.au/ecosystems/biodiversity/regional-ecosystems/maps/index.php>

1999 (VMA). However, there are two REs that are classed as Of Concern - *Eucalyptus tereticornis* woodland (11.3.4) and Coolabah woodland (11.3.3). Both of these ecosystems are found on Council land and include alluvial plains alongside the Dee River, Moores and Frenchman Creeks. Other areas of high biodiversity value include;

- creek floodplains in German Street Park area;
- alongside the lower parts of Pilbeam Drive;
- alongside Peltophorum Drive;
- in the valley alongside Rockonia Road.
- surrounding Mount Morgan Dam
- on the banks of the Dee River and smaller Mount Morgan Range tributaries.

3.3. BUSHFIRE RISK MANAGEMENT AND MITIGATION ACTIVITIES

Bushfire risk can be reduced through two methods. Firstly, by implementing management actions that prevent or reduce the likelihood of bushfires occurring, such as regular monitoring and maintenance, regular equipment servicing, fuel reduction burns and public education and awareness. Secondly, by reducing the impact of bushfire through the use of fire control lines, improved planning and development provisions, improved building standards, detection and response capabilities.

The following bushfire risk management and mitigation activities have been implemented in order to reduce bushfire risk to Council's high priority assets and values.

3.3.1. Bushfire Control Lines

Constructed bushfire breaks throughout the management area allow firefighters access to, and for residents to escape from, an advancing fire front. The Mount Archer bushfire control line was constructed across council, state and private land for this purpose.

The management and maintenance of the bushfire control line requires a collaborative effort between landholders, QPWS, QFES and RRC.

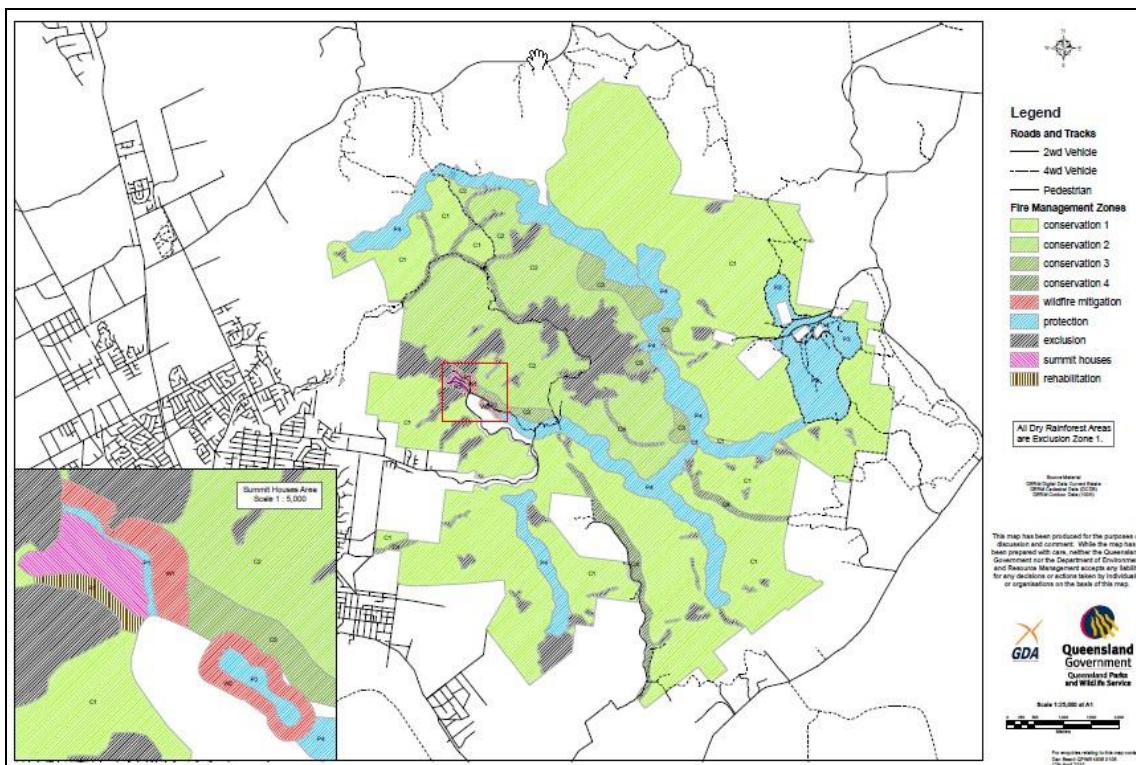
Council’s responsibility is to ensure that all bushfire control line maintenance and mitigation activities are carried out in accordance with an agreed works and maintenance memorandum of understanding between Council, and QPWS.

3.3.2. Fuel Reduction Burns

The use of back burning and fuel reduction burns are limited due to the proximity of Council land to urban areas. However, provided the conditions are suitable there are several locations where fuel reduction burns can be used as means of reducing bushfire risk.

Council is required to follow QFES advice and instructions when back burning and fuel reduction burns are being planned or being carried out. This is achieved by planning and developing regional fuel reduction burning activity at the annual RIDC meeting.

The burning plan below has been developed in consultation with QPWS for the Mount Archer National Park (Map 4). In 2009 RRC in consultation with DNRM developed a draft burning plan for the township of Mount Morgan (Figure 1) and this is currently used by QFES, DNRM and private land owners.



Map 4 – Mount Archer National Park Bushfire Burning Plan



Figure 1 – DRAFT Mount Morgan Burning Plan¹

3.3.3. Strategic Pest Management

Integrating Council weed control operations with bushfire management can benefit both activities. Bushfire can assist broad scale weed control by directly killing individual plants, or by removing adults and providing access to spray herbicide on emergent seedlings.

Introduced high biomass grasses (e.g. Guinea Grass) affect fire behavior, usually with negative consequences as high fuel loads result in more intense fires. Strategically targeting species that result in high fuel loads can result in the reduction of potential fuel loads within council lands and bushfire control lines.

Pest management operations will be carried out on large vacant blocks and nominated bushfire control lines as part of RRC's contribution to bushfire mitigation activities on Council land within the management areas.

3.3.4. Local Planning Scheme Provisions and Building Codes

The planning scheme explicitly takes a risk management approach to hazards consistent with the LDMP.

The Rockhampton Region Planning Scheme (2015) includes a range of policy and regulatory controls to minimise the risk posed by bushfires. The following provisions are in place for new development in the management areas.

- Settlement pattern is restricted to low to medium residential and light industry land use zoning with provision of fully serviced development.
- Planning policy requirement to carry out risk assessment and where required protecting identified land for “hazard mitigation works” from encroachment by development.
- Separate bushfire policy section that sets out how the bushfire hazard overlay (the Bushfire Prone Area mapping) is to be applied.
- Two levels of bushfire risk management are envisaged in the plan – a reliability assessment (of the bushfire hazard overlay) and a site specific Fire Management Plan where potential risk is high.
- Additional provisions concern mitigation options (such as location, design, building materials and landscaping) and non-vegetated buffers around buildings and structures.
- Integration of public open spaces into fire control lines to act as buffer corridors around and amongst high risk settlements.

3.3.5. Education and Public Awareness Programs

The RRC in partnership with Australian and State Governments and QFES has developed the Be Prepared, Be Aware Disasters Happens DVD.

Residents are urged to watch the DVD, and read the Emergency Services Guide to ensure that they, and their families, are prepared when a disaster hits our Region. Copies of the DVD can be picked up from RRC Customer Service Centre at Gracemere, Mount Morgan and Rockhampton.

As well as the DVD, there are several other strategies for people to learn about bushfire prevention and safety. QFES information and factsheets are distributed to residents as part of Council’s preparations for the bushfire season. Everyone can learn more about bushfire safety at the State Emergency Services Expo which is organised by QFES each year.

Properties and businesses located in the Residential Risk Zone (Figure 3) and the Rural Lands “I Zone” (Map 3) that have significant bushland on their properties are a

high priority for Council's annual bushfire safety and prevention education and public awareness campaigns.

An important part of bushfire prevention is notifying the public when there is a high risk of fire occurring. Fire danger warning signs displaying the national Fire Danger Index have been installed at popular bush locations in order to notify the public entering into these areas when there is a high fire risk:

- Yeppoon Road
- Emu Park Road
- Entrance to Mount Archer Walking tracks
- German Street Bushland Park and Mountain Bike Track
- Access to National Park from Koongal and Lakes Creek.
- Razorback Road
- Burnett Highway
- Accesses to Big Dam (Mount Morgan)

Council has developed a message and notification system that can distribute emergency messages via voice messages and SMS. The system is utilised by the LDMC to broadcast emergency status and instructions during an emergency situation. There are strict policies and procedures surrounding notification systems of this nature which are managed and operated in accordance with the Local Disaster Management Plan under the authority of the LDMC.

3.3.6. Bushfire Response Infrastructure

In some instances the terrain or presence of buildings and other structures can restrict or prevent access to a site for mitigation or maintenance purposes. RRC is continuously working with emergency agencies to find viable solutions to minimise bushfire risk for all residents. This includes developing and trialing specialised infrastructure specifically designed for Bushfire mitigation and response purposes.

RRC in partnership with QPWS has trialled a "Wet Control Line System" along the Mount Archer "I Zone" interface. The system is comprised of sprinklers fed by a pipeline connected to a hydrant and charged by a fire truck at 3 bar pressure (approximately 43.5 psi). If the trial is successful the concept could be made more permanent and adopted in other locations.

Other initiatives include the enforcement of planning provisions into the construction and placement of hydrants and pumps to ensure water is supplied at the required rate of pressure.

3.3.7. Statutory Authority and Community Compliance Regulations (Local Laws)

The highest priority for regional Councils, government agencies and emergency departments is human safety and livelihood. It is for this reason that commonwealth and state legislation contains special powers that give the authority to QFES officers to access and carry out mitigation and emergency response operations. This includes but is not limited to the issuing of compliance notices, fines and if necessary imprisonment in order to ensure the safety of human life and property.

Bushfire risk can be dramatically increased through overgrown yards and incorrect stockpiling or dumping of garden waste which are considered to be fire hazards. Although, it is not preferred Council Community Compliance Officers have the authority to carry out inspections, issue warnings (remedial notices) and if necessary issue compliance notifications to maintain overgrown allotments and remove garden waste.

4. BUSHFIRE MITIGATION and MAINTENANCE

4.1. Annual Bushfire Risk Management Assessment

Fire activities need to be thought out each year before the burning season. An Annual Fire Management Assessment is required to check current fuel loads, weather conditions, recent fires (especially the location of wildfires), track conditions and new or altered infrastructure.

The Annual Bushfire Management Assessment needs to begin as soon as the country becomes accessible after the wet season (e.g. tracks must be inspected by May – June each year to check to see if maintenance is required and to ensure that this maintenance is undertaken). The assessment involves:

Action	Timing
Complete Fire Reports and mapping of fires that occurred over the previous 6 to 12 months.	Dec - Jan
Inspect areas burnt the year before. How does the country look? Are fuel loads high? Is ground cover healthy? Does the coming years burning program need to be revised?	April - May
Inspect tracks that are important for the coming years burning program. Are tracks suitable for 4WD vehicles with water tanks? Schedule track maintenance as required.	May – June
Check the burn proposal areas. How much grass (fuel load) has grown over the wet season?	May – June
Check the weather forecasts, dryness of the grass (i.e. curing), and creek lines or soil moisture. Think about how a fire is likely to spread or behave.	March - May
Review burn tactics based on current knowledge of track location and condition, weather, fuel loads and burns that have already taken place in the area.	June

4.2. Mitigation and Emergency Response Equipment

In order to meet its responsibilities and obligations under this plan RRC must ensure that it has the equipment and resources required to carry out mitigation and response operations at all times. RRC has in place policy and procedure frameworks that ensure that maintenance logs are checked and equipment inspections are carried out annually for all equipment. The following equipment is available to carry out bushfire mitigation and emergency response activities:

- Earth moving equipment – graders, trucks, shovels and excavators
- Elevated Work Platforms
- Slashers and Mowers

- Small plant equipment – whipper snipper, chain saws, pole saws.
- 4WD vehicles, utilities and vehicles.
- Traffic control devices and signs
- Communication equipment; two-ways, UHF radio
- Emergency contact number and procedures – For a detailed list of emergency contacts please refer to LDMP

All Council equipment is available for bushfire mitigation and emergency response activities. If equipment is not available Council has a number of private providers that can be accessed through the approved contractors register that can be contacted to carry out mitigation and emergency response activities. The Local Disaster Management Plan provides a detailed list of emergency contacts and procedures for accessing equipment and resources for emergency situations.

4.3. Bushfire Control Line Inspection and Maintenance

Due to the large amount of land designated as National Park the Mount Archer Bushfire Control Line is maintained by QPWS in accordance with the Mount Archer Bushfire Control Line Memorandum of Understanding.

RRC currently relies on the services provided by DNRM to carry out annual assessments and maintenance works on the Mount Morgan Township Bushfire Control Lines. RRC is working towards more formal arrangements to meet the inspection and maintenance requirements for the Mount Morgan “I Zone”.

An assessment of the bushfire control line is carried out annually to identify access and maintenance issues. The assessment schedule is developed in accordance with the annual burning plan developed by QFES, which identifies the section of the bushfire control line that is most important for the year.

Inspections are carried out annually by QFES, QPWS and DNRM officers that identify areas that require maintenance or parts of the track that are inaccessible. The assessment will be used to develop a maintenance works schedule.

It is Council’s responsibility to ensure that all parties are able to access Council land to carry out maintenance, mitigation and emergency response activities.

Bushfire control lines located in the Rural Lands “I Zone” are the responsibility of the private land owners, volunteers of the Rural Fire Service Brigade and the Queensland Fire and Emergency Service.

4.4. Council Land Use Management Action Plan

High priority areas have been identified using the Rockhampton Regional Bushfire Management Strategy, Mount Archer “I Zone” Bushfire Risk Management Strategy the Mount Morgan Fire Prevention Plan and the Rockhampton City Council Fire Risk and Mitigation Plan for Parks and Open Spaces. Management actions have been developed to reduce and mitigate bushfire risk on Council and community assets within each high priority “I Zone” Management Area (Appendix 1 – Table 1).

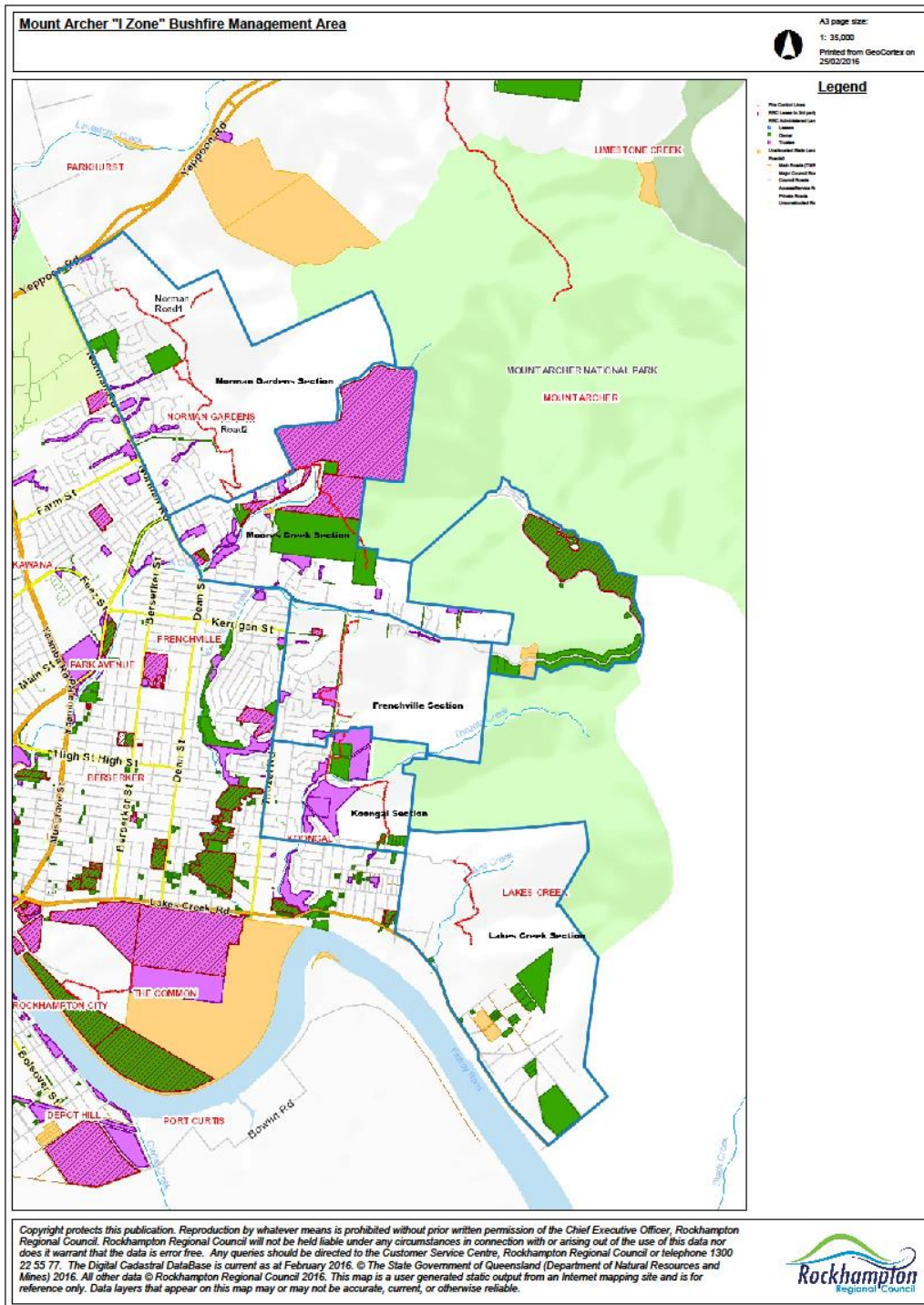
Using this information the “I Zone” Bushfire Management Plan has identified high risk land, which is included in the Land Use Management Action Plan (Appendix 1 – Tables 2-3). The Land Use Action Plan provides a list of management actions that can be implemented based on the type of land use and level of risk. This provides RRC with a risk based approach to managing bushfire risk at a local level within the priority “I Zones”.

4.5. Council Bushfire Risk Mitigation and Maintenance Work Program

A key component to effective bushfire risk mitigation is regular maintenance of Council owned or controlled land. Appendix 1 - Tables 4-5 include properties that have been added to the RRC Bushfire Mitigation Program for the purpose of bushfire mitigation but are not currently listed on the general maintenance schedule. Appendix 2 provides a detailed list of all the properties that Council is currently responsible for in the Mount Archer and Mount Morgan “I Zones”. The Maintenance Action Plan provides the standard and type of maintenance carried out on each property along with recommended mitigation actions to be carried out if deemed necessary.

5. MOUNT ARCHER “I ZONE” BUSHFIRE MANAGEMENT AREA

The Mount Archer “I Zone” Bushfire Management Area has been broken into six management sections in order to cater for varying levels of bushfire risk across the Mount Archer “I Zone” as shown in the map (Map 5) below.



Map 5 - Mount Archer "I Zone" Bushfire Management Area

5.1. NORMAN GARDENS SECTION - YEPPOON ROAD TO GERMAN STREET

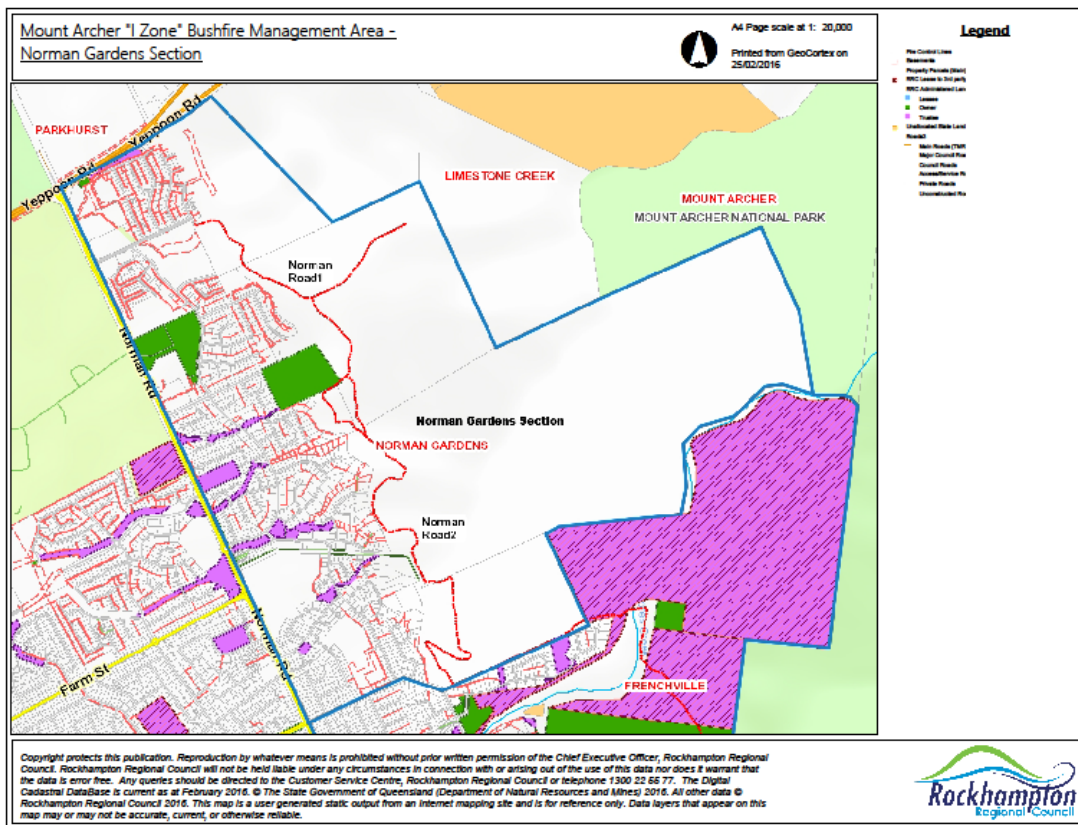
This section of Norman Gardens has undergone significant new development in recent years with dwellings being constructed east of Norman Road on the slopes of the Berserker Ranges. The management section runs south from Yeppoon Road to German St. as shown in the map (Map 6) below.

This area is comprised of steep slopes and hills and is difficult to access in many areas. The natural vegetation is described as eucalyptus shrubby woodland, dominated by iron bark with a shrub understory. The shrubby understory gives way to invasive grasses and weeds, such as guinea grass and lantana when disturbed.

Recent development in Norman Gardens has resulted private residents that are exposed to risk of bushfire due to combination of close proximity to bushland and limited access. Access by Council is limited as the majority of land is private property. This area is considered a high priority for prevention and mitigation activities along the bushfire control line to help reduce the risk to bushfire to residents.

Council owns or is responsible for several large areas of land within the Norman Gardens section. Priority areas for mitigation and maintenance activities on Council land and property includes the Nagar Road Reservoir, vacant lots along Norman Road and several roads that can be used as access points to the bushfire control line.

Other priorities that have been identified include several small creeks that have been developed into drainage swales for stormwater management.



Ma

Vacant Land – Open Space and Parkland

Recent development along Norman Road has created a large open area that is grassed which may be susceptible to bushfire ignition under specific conditions. Regular maintenance is carried out to help ensure the vacant property does not become overgrown.

There is a significant amount of open space and parkland that forms a network of open drain corridors. Open drains on Council land are maintained regularly under a Council maintenance schedule. Annual inspection and mitigation activities are required prior to and during high bushfire risk periods.

- Carry out regular maintenance slashing during wet season.
- Carry out mitigation slashing during high bushfire danger season from June until December.
- Carry out mitigation slashing upon direction of QFES.
- Carry out annual QFES inspection at interface of drainage corridor with bushland.
- Mitigation works involving tree trimming and maintaining tree free buffers where drainage swales connect to high bushfire risk areas or within close proximity to private residents.

Vacant Land - Bushland

The major bushland reserve identified is the Reservoir located on Nagle Drive (Lot 1 on Plan RP602872). The following mitigation and management actions have been implemented to reduce bushfire risk to Council and neighbouring property and infrastructure.

- Carry out fuel reduction burning as instructed by QFES “I Zone” Officer in accordance with QFES and QPWS hazard reduction plan.
- Maintain 3-10m tree free buffer between Council land and residential area or private land by removing declared weeds, clearing land and slashing.
- Maintain 3-10m tree free buffer around Council infrastructure.
- Implement annual weed management program to reduce the potential fuel load generated by invasive grasses and woody weeds.
- Mitigation activities should be carried out when an annual inspection has identified any risk or maintenance requirements.

Creeks and Waterways

There are no significant waterways or creeks within this section. However, Council is responsible for open space that is designated for drainage which has been addressed under open space and parkland land use category above.

Private Land

Council will continue to work with residents located in the residential risk zone indicated by the red shading in the image below (Figure 2) to gain access to the rear of properties to carry out monitoring and mitigation activities.

It has been identified that private properties located on Fairfield Avenue, Riverwood Grove, Woodford way, Ferndale Place, Cobble Court and Limewood Close are burdened with drainage easements that could become a significant bushfire risk. In this instance Council will arrange for inspections of drainage easements to be carried out to identify bushfire mitigation priorities and requirements prior to and during the bushfire season in conjunction with QFES.

- Work with QFES “I Zone” officer and Fire Warden to notify residents when and where back burning will occur in the local area.
- Implement education and public awareness strategies targeting residents that share boundary with bushland, focusing on maintaining overgrown yards and dumping garden waste (March - September).
- Where accessible work with landowners to gain access to property boundaries to maintain 3-10m buffers.
- Construct and implement “Wet line Control Line Trial” behind properties on Selwyn Ct and Permien St.
- Carry out mitigation clearing, weed management and slashing as instructed by QFES “I Zone” Officer.

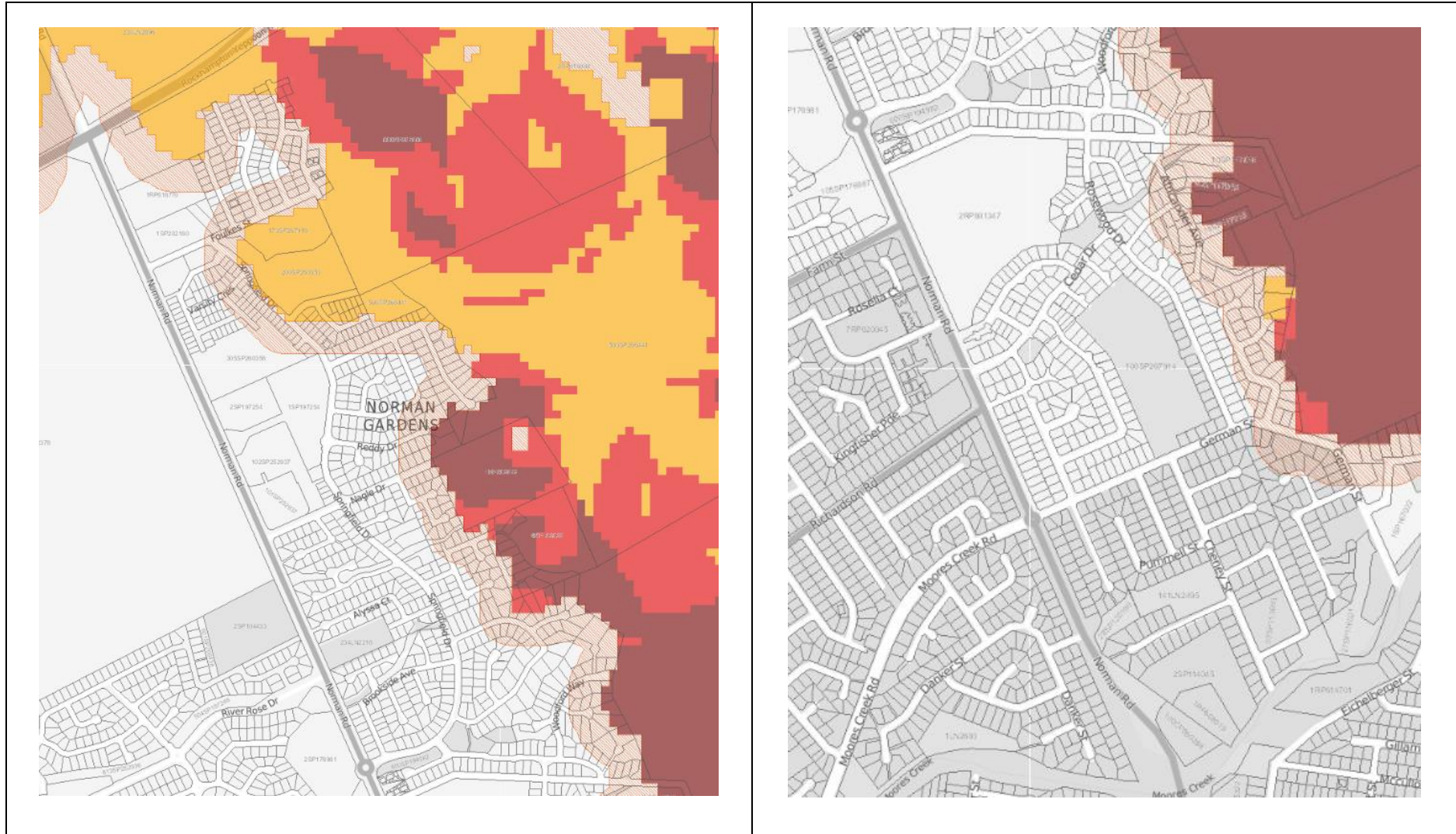


Figure 2 - Norman Gardens Section – Residential Risk Zone

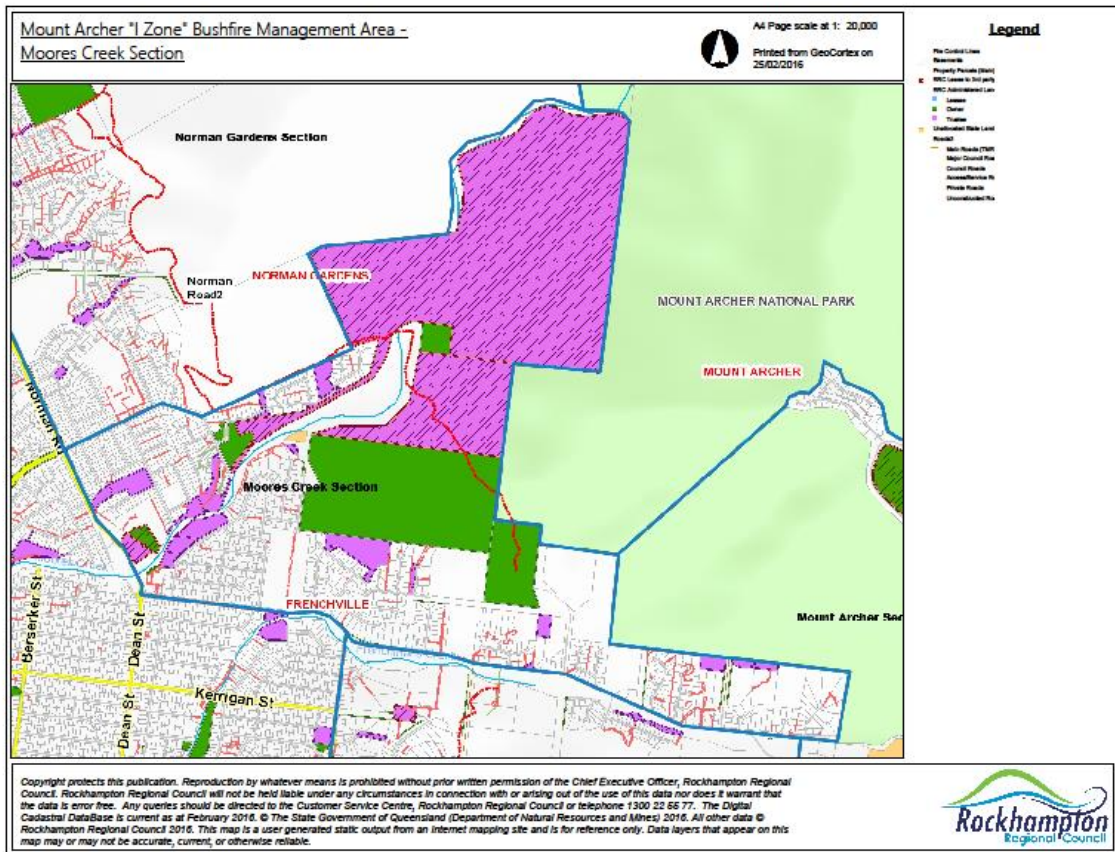
Bushfire Control Line

The bushfire control line has been established on private land on the slopes above significant residential development. The bushfire control line is easily accessible via two formal access points that are well maintained. In some places the bushfire control line requires re-alignment and reinstatement because residential development has expanded to a point where the control line no longer exists. Council planning provisions now restrict development and impose strict guidelines when development occurs in high bushfire risk areas.

- Reinstatement of bushfire control line between Yeppoon Road and Foulkes Drive behind new residential estate.
- Carry out assessment and mitigation works as instructed by QFES “I Zone” Officer.
- Establish access and maintenance works agreements with private landowners where control line is located on private land.
- Maintain clear path of access where the following roads can be used as access and escape points for the bushfire control line.
 - Foulkes Street, College Drive, Skyline Drive, Nagle Drive, Woodford Way, Unconstructed Road Reserve.

5.2. MOORES CREEK CORRIDOR – GERMAN ST – FRENCHVILLE ROAD

This section of the management area is dominated by the Moores Creek corridor and is comprised of several large reserves owned by Council. Similar to the Norman Gardens section recent development has resulted in residential areas moving into bushland and is considered to be a very high bushfire risk area as shown by the map below (Map 7).



Map 7 - Mount Archer "I Zone" Bushfire Management Area - Norman Gardens Section

The terrain and vegetation on the hills and slopes is consistent with the Norman Gardens management section. As you move closer to the creek the vegetation is dominated by blue gum (*Eucalyptus tereticornis*) with casuarina (*Casuarina cunninghamii*) and coolabah (*E.coolabah*) species also present. There is a shrubby layer made up of *Acacia* and understorey of open to sparse perennial grasses. Invasive species such as lantana and guinea grass are common throughout the lower reaches of Moores Creek close to residential areas.

High priority areas for mitigation activities within this section have been identified as the bushfire control line which is currently located along the rear boundary of freehold properties within close proximity to private homes.

The German Street Park is a large forested area that is the entrance to the Mount Archer National Park and straddles Moores Creek. The creek corridor is well established and intact and could potentially act as a corridor for bushfire to threaten urban areas further downstream.

Vacant Land – Open Space and Parkland

The main areas of cleared vacant land are part of RRC's established parks and open space network that occur along Moores Creek and include Sunset Drive Parklands, Meyenberg Court, Juds Park and Eichelberger Park. RRC's regular maintenance schedule ensures that open space is well maintained.

- Carry out mitigation slashing in open grassed area upon direction of QFES and at least once a month during high fire season.
- Carry out mitigation slashing if burns are occurring within close proximity.
- Carry out regular maintenance slashing during wet season.

Vacant Land – Bushland

In some situations open areas may require further monitoring and mitigation activities where vacant land is adjacent to bushland or the Moores Creek corridor.

- Arrange annual inspection with "I Zone" QFES officer to carry out potential fuel load assessments along Sunset Drive Parklands, German Street Park, First Turkey walking track and Rockhampton Mountain Bike track, Guthrie Street Park, Old Rollo Drive Park, Rogar Avenue Reservoir.
- Carry out mitigation activities in consultation with "I Zone" QFES officer and third party trustees.
- Carry out fuel reduction burns in accordance with QFES and QPWS annual fuel reduction burning plan or as instructed by "I Zone" Officer.
- Maintain 3-10m tree free buffer between Council land and residential area or private land by removing declared weeds, clearing land and slashing.

- Work with emergency response agencies and landholders to install bushfire emergency response infrastructure, such as wet lines and strategic fire hydrants in areas where clearing activities are not possible.
- Increase slashing of Rogar Avenue for mitigation purposes during high risk bushfire season.
- Carry out weed management activities along the perimeter of tree free buffer, followed up with mitigation clearing. (May and Oct)
- Implement education and public awareness strategies targeted at surrounding residents and regular users prior to and during bushfire season.
- Install Fire Danger Warning Signs notifying users of Council land of the fire danger index rating at entrances to German Street Park.

Creeks and Waterways

Moore's Creek is the only significant waterway located in this management section that is considered a potential bushfire risk. However, there are several minor waterways that cross private land that could potentially be a risk to private property owners.

- Carry out annual inspection of Moore's Creek corridor to identify where creek vegetation connects with private property, overgrown grass creating high fuel loads, and occurrences of garden waste dumping. (March-May).
- Carry out mitigation works along private property boundaries where required in high risk sites (May – October)
- Implement annual weed management operations in high risk areas (May and Oct)
- Implement education and public awareness strategies targeting residents that share a boundary with the creek, focusing on overgrown yards and dumping garden waste (March – September)
- Maintain clear path of access where roads and Council properties can be used as access and escape points for Moore's Creek corridor.
 - Reaney Street, Cheney Street, German Street, Eichelberger Street
 - Judds Park, Eichelberger Park, Meyenberg Park, Sunset Drive Parkland

Private Land

Council will work closely with residents located in the residential risk zone, shown in the image below (Figure 3) to carry out inspections of private property boundaries that back onto creeks and Council properties at following addresses leading up to and during bushfire season:

- Cheney Street, Harris Crescent, German Street, Sunset Drive, Haven Court, Retreat Avenue.
- Eichelberger Street, Berkelman Street
- Old Rollo Drive, Scully Street, Wehmeier Avenue, Jard Street, Greenwood Cl and Stoneybrook Ct.

Properties located along Frenchville Road after Rogar Avenue are susceptible to a higher bushfire risk due to the large areas of bushland.

- Work with QFES “I Zone” officer and Fire Warden to notify residents when and where back burning will occur in the local area.
- Implement education and public awareness strategies targeting residents that share boundary with bushland, focusing on overgrown yards and dumping garden waste (March - September).
- Implement early warning system to residents in very high risk locations.

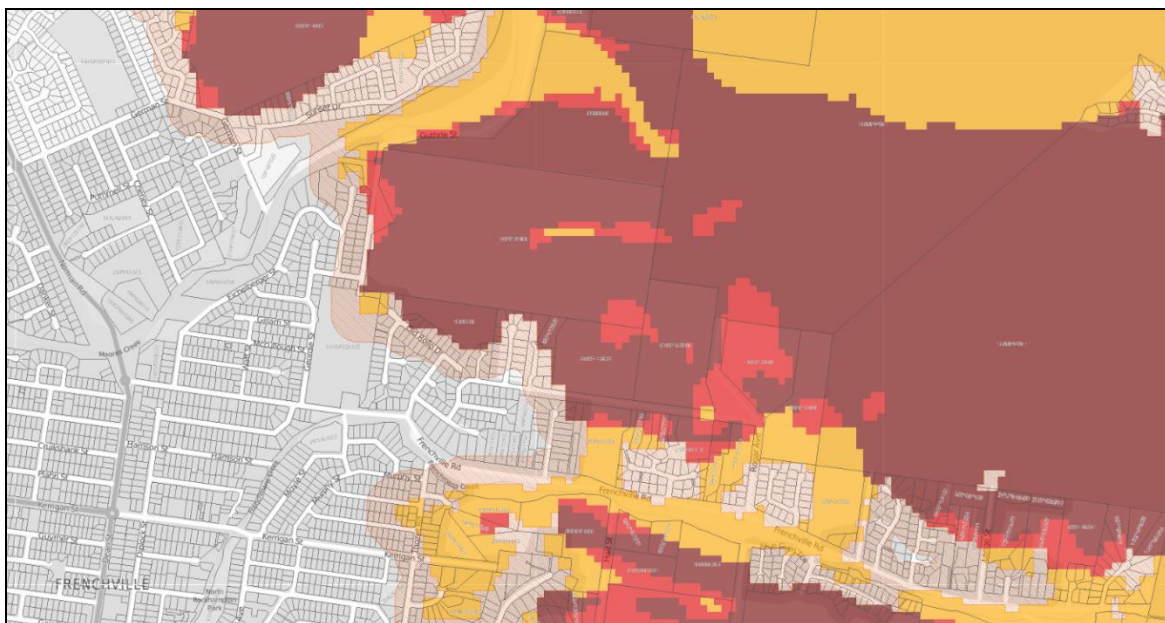


Figure 3 - Moores Creek Section - Residential Risk Zone

Bushfire Control Line

The majority of the bushfire fire control line within the Moores Creek section is located on Council controlled land. The bushfire control line runs through the German Street Bushland Reserve, Guthrie Street Reserve, and Rogar Avenue Water Reservoir Reserve. RRC has established buffer zones along the boundary due to the large tracts of land between the control line and residential properties.

- Annual inspection of bushfire control line by QFES “I Zone” officer and QPWS staff to identify high risk areas and maintenance requirements (March – May).
- Carry out assessment and mitigation works as instructed by QFES “I Zone” Officer.
- Where access and permission is provided work with private landowners that share a boundary with the bushfire control line along Sunset Drive and Haven Court to carry out annual maintenance activities to remove hazards and reduce the risk of bushfire impact behind properties.
- Maintain clear path of access where the following roads and properties can be used as access and escape points for the bushfire control line.
 - Sunset Drive Parklands, German Street Bushland Park.
 - German Street, Sunset Drive, Rogar Avenue.

5.3. MOUNT ARCHER SECTION – PILBEAM DRIVE AND FRASER PARK

The Mount Archer management section, shown in the map below (Map 8), has been subject to more detailed and specific planning and bushfire management activities than much of the surrounding region. In 2001, a fire management strategy for Berserker Wilderness Area (encompassing Mount Archer National Park and State Forest) was completed (Berserker Wilderness Land Management Committee 2001)⁷.

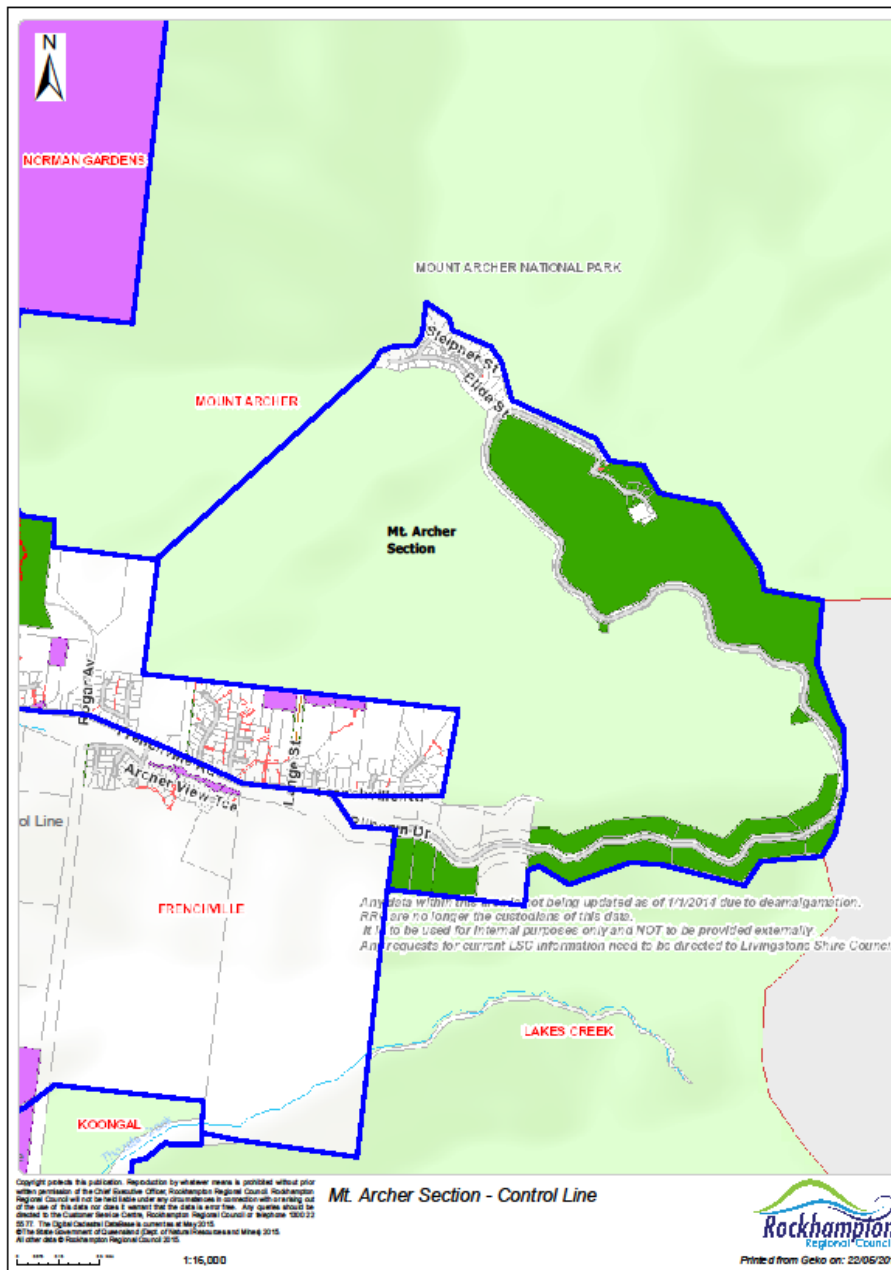
In 2001 a detailed fire plan was developed for Mount Archer National Park and neighbouring properties in both Rockhampton Regional Council and Livingstone Shire Council areas. An update of this fire strategy was completed in May, 2010 (QPWS 2010)⁸.

The vegetation on the summit is mixed Eucalyptus woodland to open forest dominated by lemon scented gum (*Corymbia citriodora*) and narrow leaved ironbark (*Eucalyptus crebra*) with open to sparse understorey comprised of medium shrubs

⁷ Berserker Wilderness Land Management Advisory Committee (2001) *Berserker Wilderness Fire Strategy*

⁸ Qld Parks and Wildlife Service, (2010) *Fire Management System – Mount Archer National Park and State Forests*.

with red ash (*Alphintonia excels*) and mixed *Acacia* species. The area is not as susceptible to invasive grasses compared to other vegetation communities in the management area. However, lantana can become prevalent if not kept under control which can increase the risk of vegetation carrying a fire under the right conditions.



Map 8 - Mount Archer "I Zone" – Mount Archer Section

The Mount Archer Bushfire Management strategy has identified this area as a very high bushfire risk. The Mount Archer summit is comprised of a small residential community, several telecommunication towers and Council water utility and nature reserves. The summit area is serviced by Pilbeam Drive which is currently the only road to access the summit community and utility infrastructure by vehicle.

High priority areas for prevention and mitigation activities within this section have been identified as the private properties and residents living on the summit, the Council water utilities and telecommunication towers located in Fraser Park.

Particular focus is placed on Pilbeam Drive as a potential bushfire control line that can be used to mitigate and respond to bushfire risk and provide an escape route in the event that severe bushfire occurs.

Vacant Land – Open Space and Parkland

Council is responsible for managing and maintaining Fraser Park which is 4.4ha parkland surrounded by national park. Fraser Park's purpose is for recreation and it is made up of an open grassed area, several small buildings, BBQ picnic facilities, carpark and provides entrance to 4 walking tracks through the surrounding bushland. Privately owned vacant blocks located in the nearby community are maintained in order to prevent land becoming overgrown and increasing the risk of bushfire.

- Carry out slashing and mowing program on Roadsides and vacant land, in accordance with regular maintenance schedule or as instructed by QFES "I Zone" officer.
- Maintain 3-10m tree buffer around open grassed area and surrounding bushland.
- Develop and implement facilities works and maintenance program that includes bushfire mitigation provisions for future upgrades and repairs.

Vacant Land – Bushland

The majority of Fraser Park is made up bushland similar to the surrounding National Park. There are both Council and privately owned property within Fraser Park that is impacted by the risk associated with the natural bush. Annual bushfire management and mitigation activities are carried out to address bushfire risk identified in Fraser Park.

- Arrange for annual inspection of surrounding bushland with QFES "I Zone" officer and QPWS staff to identify high risk areas and maintenance requirements. (March - May)
- Carry out fuel reduction burns in accordance with QFES and QPWS annual burning plan or upon the instruction of QFES "I Zone" Officer.
- Carry out regular monitoring and maintenance of lookouts and track network to ensure tracks remain clear.
- Carry out weed management activities in accordance with regular weed management schedule or as instructed by QFES "I Zone" officer.

- Carry out follow up clearing mitigation activities once weed control has been completed (May – October).
- Implement education and public awareness strategies targeting regular users prior to and during bushfire season. (March - September)
- Install Fire Danger Warning Signs notifying users of Council land of the fire danger index rating at Fraser Park carpark.

The Mount Archer reservoir and associated pipeline and pump stations are located along Pilbeam Drive and in Fraser Park. The utilities are surrounded by bushland and where exposed at the surface is susceptible to bushfire. Accessing consistent water supply at high pressure is a high priority in response to bushfires and risk mitigation and management.

- Carry out inspections of water utilities infrastructure to ensure equipment and utilities are operating and are in good condition in accordance with regular maintenance schedule or as instructed by QFES “I Zone” officer (March – May).
- Maintain 3-10m tree buffer around reservoir and pump stations.
- Carry out weed management activities around reservoir and pump stations in accordance with regular maintenance schedule or as instructed by QFES “I Zone” officer.
- Follow up weed management program with mitigation clearing activities (slashing and trimming) of tree free buffer (May – October).

Private Land

There are over 59 private properties that share a boundary with bushland that is Council Land, National Park or private property in the Mount Archer Section. Properties located along Pilbeam Drive, Sleipner Street and Elida Street are susceptible to a higher bushfire risk due to the large areas of adjacent bushland and are included in the Residential Risk Zone as shown in the image below (Figure 4).

- Work with QFES “I Zone” officer and Fire Warden to notify residents when and where back burning will occur in the local area.
 - Implement education and public awareness strategies targeting residents that share boundary with bushland, focusing on maintaining overgrown yards and dumping garden waste (March - September).
 - Implement early warning system for residents in very high risk locations.
-

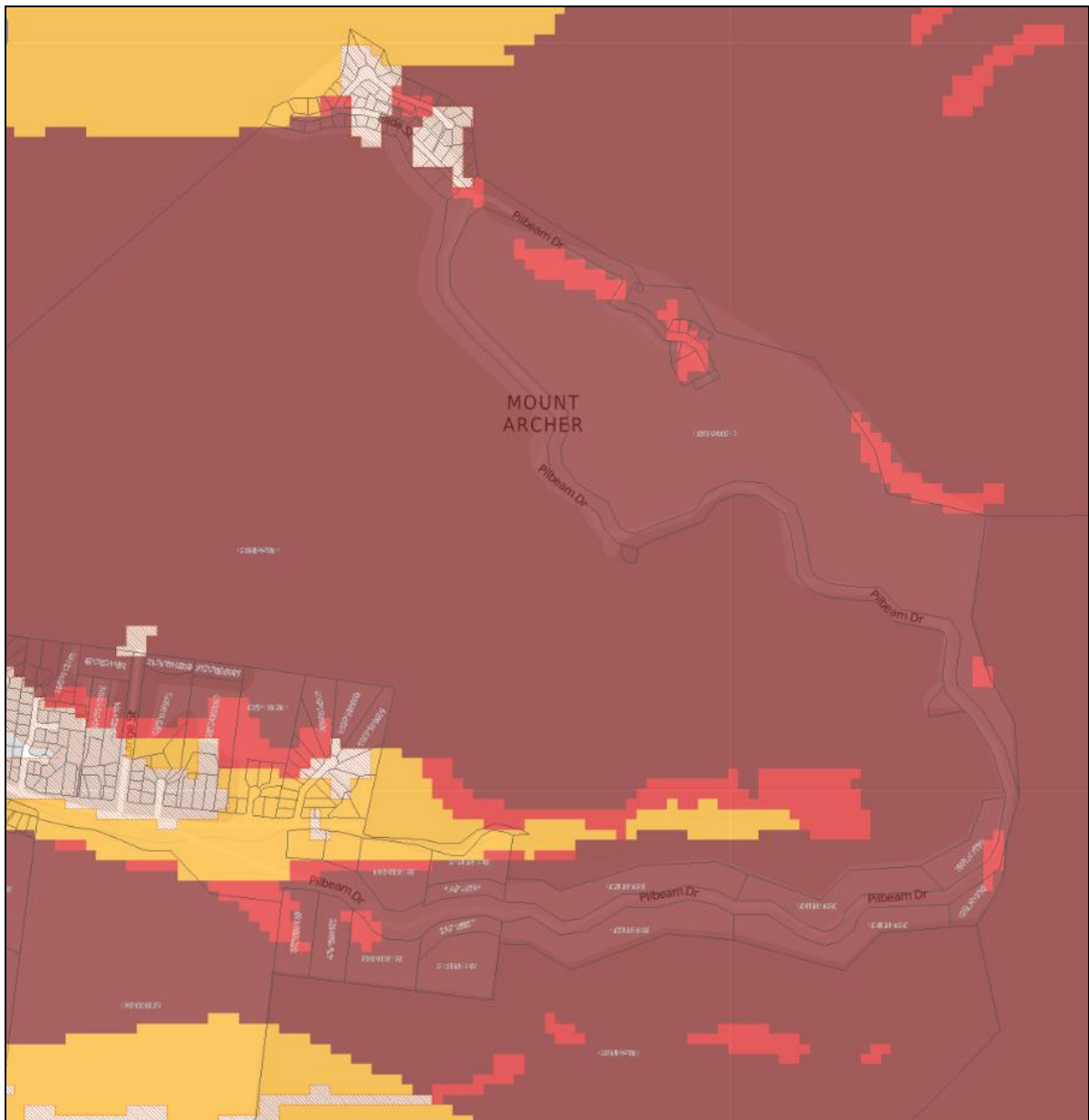


Figure 4 - Mount Archer Management Section – Residential Risk Zone

Bushfire Control Line

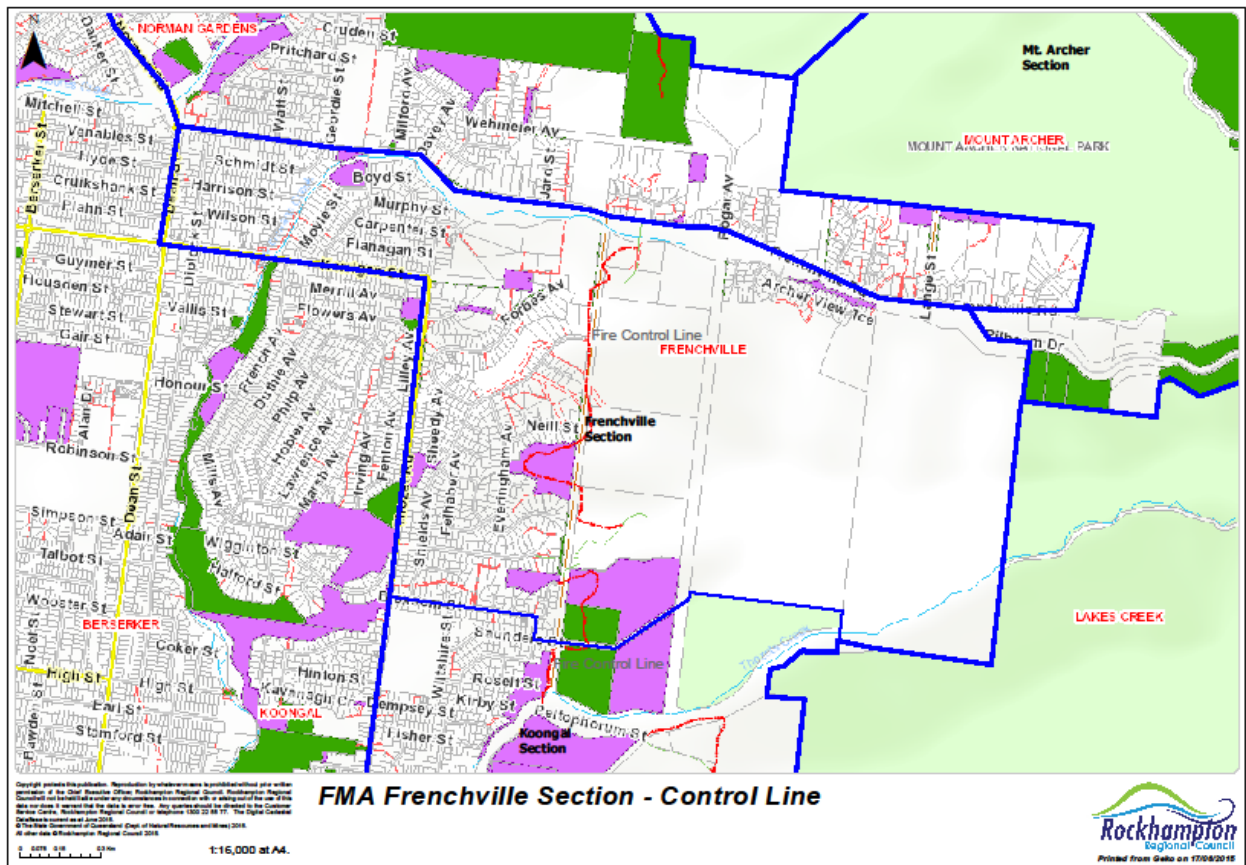
The summit area is located above the existing bushfire control line that was established in 2009. However, Pilbeam Drive and associated road infrastructure is maintained above the standard required for a bushfire control line under the QFES and QPWS fire hazard reduction plan.

- Arrange for annual inspection of Pilbeam Drive with QFES “I Zone” officer and QPWS staff to identify high risk areas and maintenance requirements (March – May).
- Carry out fuel reduction burns in accordance with QFES and QPWS annual burning plan or as instructed by “I Zone”.
- Implement roadside weed management operations in accordance with regular weed management schedule or as instructed by QFES “I Zone” officer.
- Implement roadside slashing and trimming program in accordance with regular maintenance schedule or as instructed by QFES “I Zone” officer.
- Develop and implement long term Pilbeam Drive maintenance and works program that includes provisions for bushfire risk mitigation when carrying out future upgrades and repairs.

5.4. FRENCHVILLE SECTION – FRENCHVILLE ROAD – BLOXSOM STREET

The Frenchville management section extends from Frenchville Road to Bloxsom Street and includes Frenchmans Creek corridor, as shown in the map below (Map 9). The Vince Lester Walkway is a popular attraction for walking, riding and other forms of exercise. The tree lined walkway is an important asset to the Rockhampton community.

The fringing residential areas are located on steep hill slopes with small creek corridors such as, Frenchmans Creek and other small waterways intersecting the urban landscape. The dominant vegetation on the slopes is narrow leaved iron bark (E. crebra) and blue gum (E. tereticornis) with casuarina and coolabah species also present. There is a shrubby layer made up of acacia and understorey of open to sparse perennial grasses. Invasive species such as lantana and guinea grass is common in disturbed areas. There are large areas of softwood scrub forest located on steep slopes and gullies which are sensitive to fire.



Map 9 - Mount Archer “I Zone” – Frenchville Section

The bushfire risk to private property in this management section is generally considered to be medium due to the accessibility of the bushfire control line and limited amount of vacant bushland. However, there are some private residences located along Frenchmans Creek and on large bush blocks where the bushfire risk is very high.

Priority areas include the Vince Lester Walkway, Frenchmans Creek corridor, Forbes Avenue Reservoir and the vacant bushland block along Everingham Avenue.

Vacant Land – Open Space and Parkland

There are two major properties classified as vacant open space, Doug Pickering Park and Duthie Park. Both parks are part of RRC's serviced parks and open space network and are maintained as part of RRC's regular maintenance program. Annual monitoring is carried out to identify potential bushfire risk areas in parts of the parks where trees are established.

- Carry out slashing and mowing program in accordance with regular maintenance schedule or as instructed by QFES "I Zone" officer.
- Where bushland does exist maintain 3-10m tree buffer between trees and private property.
- Arrange for annual inspection by QFES "I Zone Officer" of open space where bushland is located.
- Carry out trimming and clearing activities between May – October or when instructed by the "I Zone" officer.
- Develop and implement facilities works and maintenance program that includes bushfire mitigation provisions for future upgrades and repairs.

Vacant Land – Bushland

The vacant bushland reserve (Lot 915 on Plan RP858243) located on Everingham Avenue is a high bushfire risk due to the rough terrain and proximity to private residences. The bushfire control line runs through the block which is made up of small creeks and steep gullies and is surrounded by private residences.

- Arrange for annual inspection of surrounding bushland with QFES "I Zone" officer and QPWS staff to identify high risk areas and maintenance requirements. (March - May)

- Carry out fuel reduction burns in accordance with QFES and QPWS annual burning plan or upon the instruction of QFES “I Zone” Officer.
- Maintain 3-10m tree free buffer along boundary shared by private residences.
- Carry out weed management activities in accordance with regular weed management schedule or as instructed by QFES “I Zone” officer.
- Carry out follow up clearing mitigation activities once weed control has been completed.

The Forbes Avenue Reservoir is located at the top of Forbes Avenue and is surrounded by trees. Annual mitigation activity is carried out to reduce the risk to surrounding residences and infrastructure.

- Carry out inspections of water utilities infrastructure to ensure equipment and utilities are operating and are in good condition in accordance with regular maintenance schedule or as instructed by QFES “I Zone” officer.
- Maintain 3-10m tree buffer around reservoir and pump stations.
- Carry out weed management activities around reservoir and pump stations in accordance with regular maintenance schedule or as instructed by QFES “I Zone” officer.
- Follow up weed management program with mitigation clearing activities (slashing and trimming) of tree free buffer (May – October).

Creeks and Drainage Swales

Frenchmans Creek has an intact riparian corridor that is connected to bushland. The creek runs next to Frenchville Rd. and poses a significant risk to residents that back onto the creek.

- Carry out annual inspection of Frenchmans Creek corridor.
- Identify high hazard areas where creek vegetation connects with private property, overgrown grass creating high fuel loads, and occurrences of garden waste dumping.
- Carry out mitigation works along private property boundaries where required in high risk sites.
- Implement annual weed management operations in high risk areas.

- Implement education and public awareness strategies targeting residents that share boundary with creek, focusing on maintaining overgrown yards and dumping garden waste.
- Maintain clear path of access where roads and Council properties can be used as access and escape points for Frenchmans Creek corridor.

Private Land

Properties located at the end of Blue Gum and Archer View Tce, Forbes Avenue, Shields Avenue, Neill Street, Murlay Avenue have been identified in the Residential Risk Zone, as shown in the image below (Figure 5) and are susceptible to bushfire. Fortunately, the unconstructed road acts as a buffer and is easily accessible to carry out mitigation works which reduces the bushfire risk to these properties.

There are several residences located on large bush blocks that have access from Frenchville Road and Bloxsom Streets. These properties do not have the protection of the bushfire control line or unconstructed road reserve and are considered to have a very high bushfire risk.

- Work with QFES “I Zone” officer and Fire Warden to notify residents when and where back burning will occur in the local area.
- Arrange for inspection of unconstructed road by QFES “I Zone” officer and identify high bushfire risk areas and maintenance works.
- Work with private land owners that share a boundary with Council vacant land to identify bushfire hazards and carry out mitigation works.
- Implement education and public awareness strategies targeting residents that are located in the Residential Risk Zone focusing on maintaining overgrown yards, preventing dumping garden waste and working with neighbours to keep boundaries clear (March - September).
- Implement early warning system for residents in Residential Risk Zone.

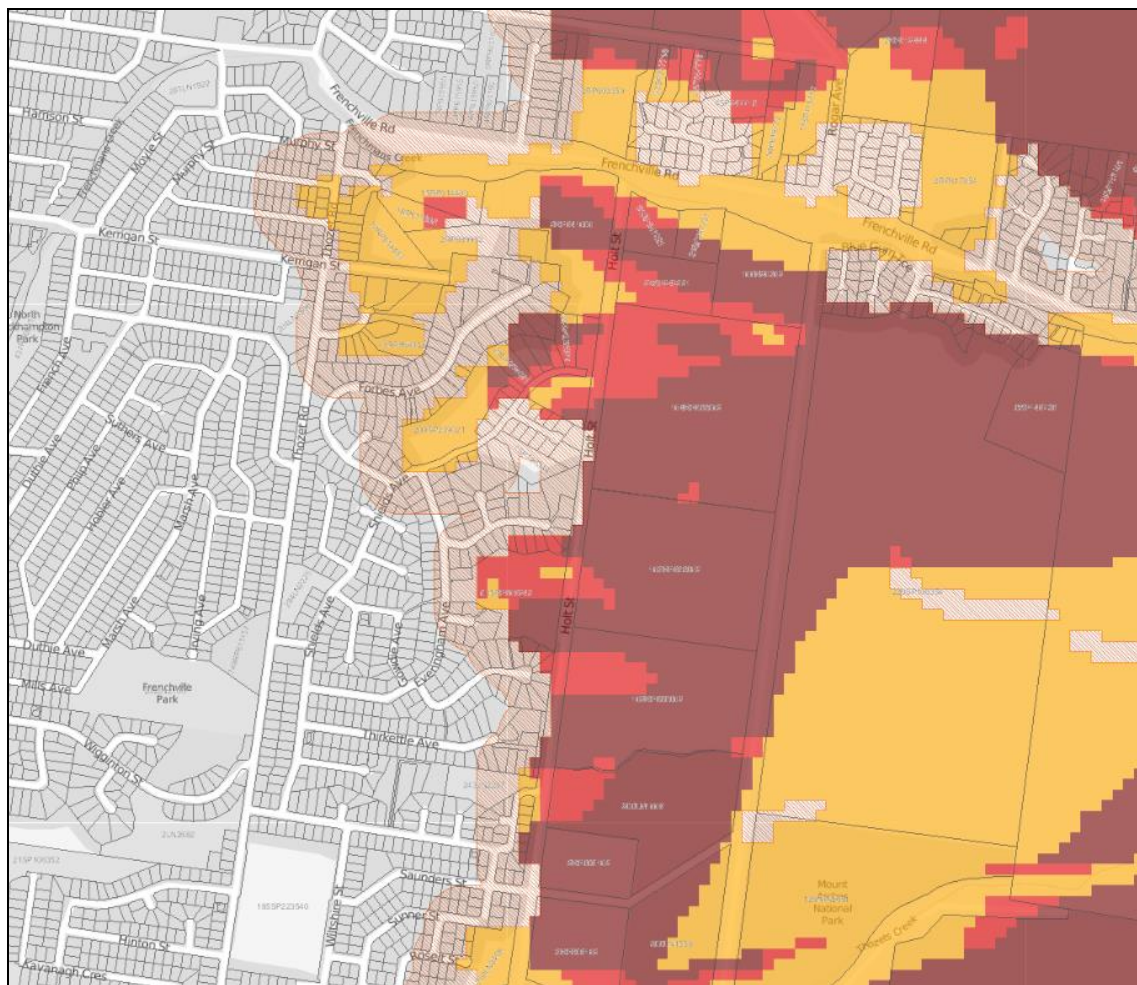


Figure 5 - Frenchville Management Section – Residential Risk Zone

Bushfire Control Line

The terrain within the Frenchville section is made up of very steep hills and gullies which result in the bushfire control line being constructed close to residences and private property. The majority of the control line follows an unconstructed road reserve that extends south from Frenchville Creek to Thozet Creek in this section is very close to Peltophorum Street and is accessible at multiple locations.

- Arrange for annual inspection of bushfire control line with QFES “I Zone” officer and QPWS staff to identify high risk areas and maintenance requirements (March – May)
- Carry out fuel reduction burns in accordance with QFES and QPWS annual burning plan or as instructed by QFES “I Zone” Officer.
- Support QFES and QPWS to establish access and maintenance works agreements with private landowners where control line is located on private land.

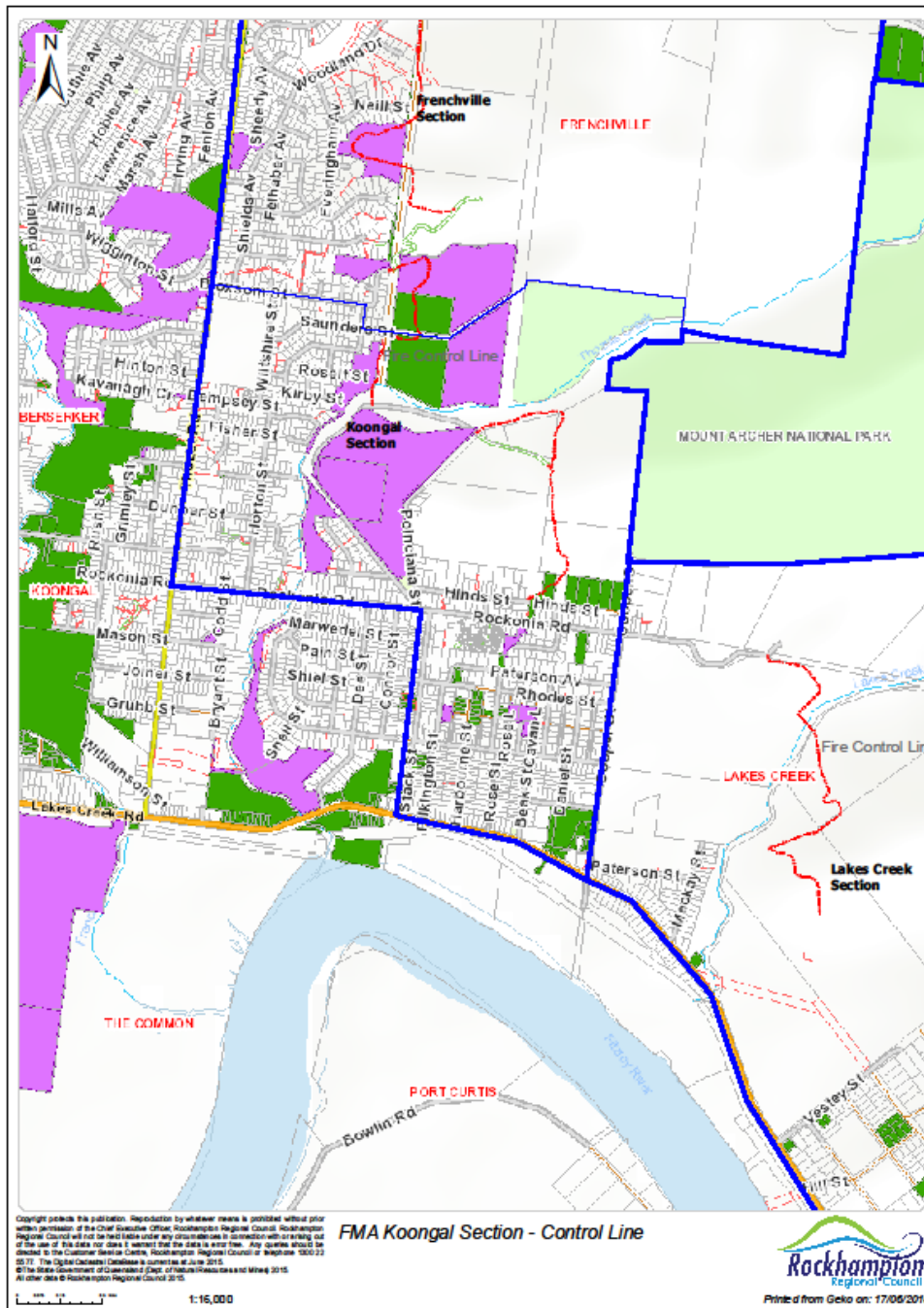
- Implement weed management operations along unconstructed road reserve in accordance with regular weed management schedule or as instructed by QFES “I Zone” Officer.
- Implement provisions for bushfire risk mitigation when constructing new roads.

5.5. KOONGAL SECTION – BLOXSOM STREET – COOPER STREET

The majority of residential areas and significant Council assets are located to the west and south of the unconstructed Holt Street road reserve and Thozets Creek as shown in the map below (Map 10).

The terrain in this section is not as steep as some of the other areas along the “I Zone” interface making access to the bushfire control line and high risk areas relatively unrestricted. The vegetation on the hill slopes north of Thozets Creek is dominated by mixed open forest of narrow leaved Ironbark (*E.crebra*), lemon scented gum (*Corymbia citriodora*) and moreton bay ash (*E.tessellaris*) with a relatively sparse shrub layer dominated by acacia species. On the lower slopes and along the creek corridor the vegetation is denser with semi-evergreen vine forest being present along with blue gum (*E.tereticornis*), coolabah (*E.coolabah*) and a dense grassy understorey along the creek flats which is more susceptible to bushfire. The vegetation to the south of Thozets Creek has been disturbed to a greater degree and is more open with large areas of open grassland.

The bushfire risk to private property is generally considered to be medium due to the accessibility of the bushfire control line and limited amount of vacant bush land in close proximity to built-up areas. However, there are several homes located at the end of Peltophorum, Poinciana and Cooper Streets that are surrounded by open woodland and densely grassed areas. These properties, as well as residents along Hind Street, have been identified as high priority locations for Council to carry out public education and awareness raising programs.



Map 10 - Mount Archer “I Zone” – Koongal Section

Priority risk areas for RRC include the Holt Street Road reserve, vacant land and parkland reserves located either side of Thozets Creek, including Peltophorum Street and Enid O’Toole Park. Private property owners that have the bushfire control line on their property are considered to be high priority. The vacant reserves and parkland do not contain significant infrastructure but are covered in open bushland that could pose a risk to neighbouring residential houses and private land. Thozets Creek corridor, Holt and Peltophorum Streets have been identified as high priority for

monitoring and mitigation activities due to the role they play in mitigating and responding to bushfire risk.

Vacant Land – Open Space and Parkland

There is significant network of public open space that is utilised as recreational parkland within the Koongal section. Ken Baker, Enid O’Toole, Peltophorum Street Parks are well vegetated and are common recreational areas adjacent to large bushland areas. All three parks are part of Council’s serviced parks and open space network and are maintained as part of Council’s regular maintenance program. Annual monitoring is carried out to identify potential bushfire risk areas in parts of the parks where trees are established.

- Carry out slashing and mowing program in accordance with regular maintenance schedule or as instructed by QFES “I Zone” officer.
- Where bushland does exist maintain 3-10m tree buffer between trees and private property.
- Arrange for annual inspection by QFES “I Zone Officer” of open space where bushland is located (March – May).
- Carry out trimming and clearing mitigation activities (May-October.) or when instructed by the “I Zone” officer.

Vacant Land - Bushland

The unconstructed Holt street road reserve and vacant bushland reserves (Lot 2 and 3 on Plan RP608152, Lot 200 on Plan LN1558) is a high bushfire risk as they form part of the bushfire control line providing a buffer between bushland and private residences.

- Arrange for annual inspection of bushland with QFES “I Zone” officer and QPWS staff to identify high risk areas and maintenance requirements. (March - May)
- Carry out fuel reduction burns in accordance with QFES and QPWS annual burning plan or upon the instruction of QFES “I Zone” Officer.
- Maintain 3-10m tree free buffer along boundary shared by private residences.
- Carry out weed management activities in accordance with regular weed management schedule (May – October) or as instructed by QFES “I Zone” officer.

- Carry out follow up clearing and mitigation activities once weed control has been completed (May – October).

Creeks and Drainage Swales

- Carry out annual inspection of Thozets Creek corridor.
- Identify high hazard areas where creek vegetation connects with private property, overgrown grass creating high fuel loads, and occurrences of garden waste dumping.
- Carry out mitigation works along private property boundaries where required in high risk sites (May – October).
- Implement annual weed management operations in high risk areas (May – October)
- Implement education and public awareness strategies targeting residents that share a boundary with creek, focusing on overgrown yards and dumping garden waste.
- Maintain clear path of access where roads and Council properties can be used as access and escape points for Thozets Creek corridor.
 - Roselt Street, Kirby Street, Gable Street, Dawbarn Street, Peltophorum Street, Macarthur Street, Rockonia Road
 - Ken Baker Park, Enid O’Toole Park, Peltophorum Street Park

Private Land

Properties located at the end of Peltophorum, Poinciana and Cooper Streets have been identified in the Residential Risk Zone, as shown in the image below (Figure 6) and are considered to be a high bushfire risk. The bushfire control line is easily accessible to carry out mitigation works which reduces the bushfire risk to these properties.

There are several residences located on large bush blocks that have access from Peltophorum and Cooper Streets. These properties do not have the protection of the bushfire control line and are considered to be very high bushfire risk.

- Work with QFES “I Zone” officer and Fire Warden to notify residents when and where back burning will occur in the local area.
- Arrange for inspection of unconstructed road by QFES “I Zone” officer and identify high bushfire risk areas and maintenance works,

- Work with private land owners that share a boundary with Council vacant land to identify bushfire hazards and carry out mitigation works.
- Implement education and public awareness strategies targeting residents that are located in the Residential Risk Zone focusing on overgrown yards, preventing dumping garden waste and working with neighbours to keep boundaries clear (March - September).
- Promote public early warning system for residents in high risk areas located on Peltophorum Street.

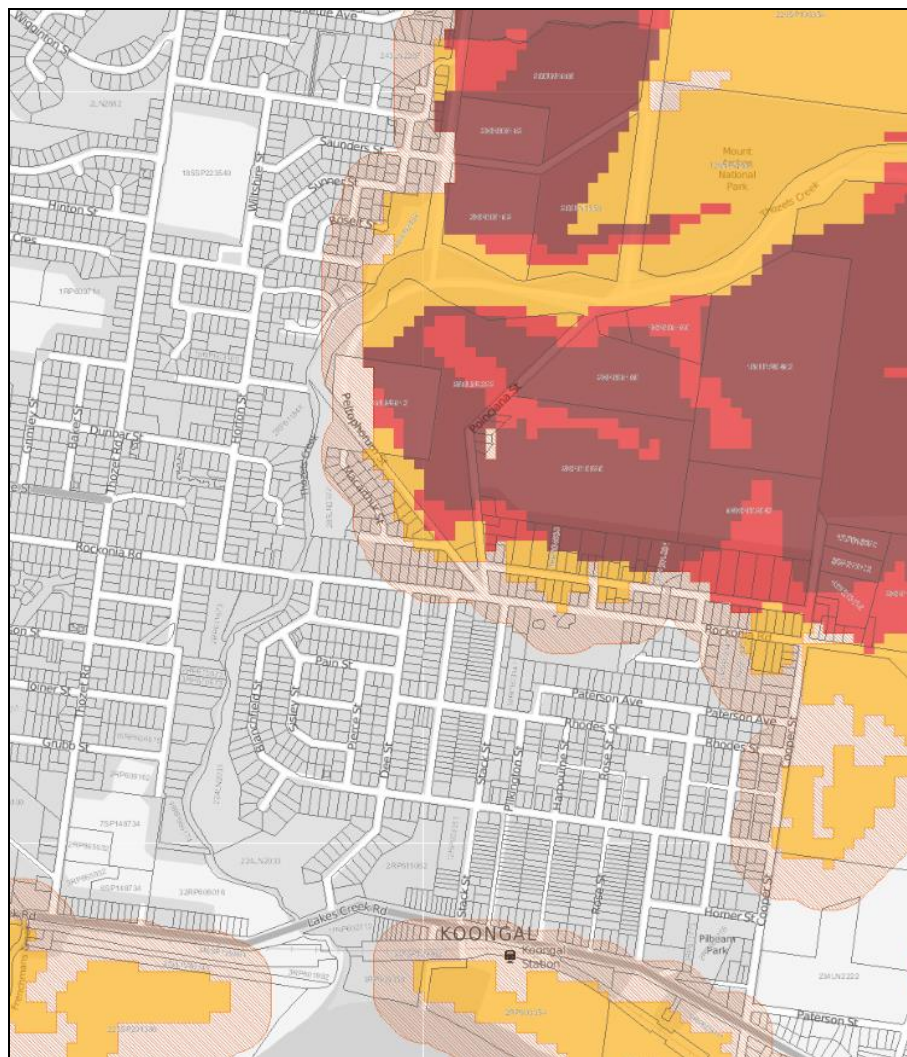


Figure 6 - Koongal Section – Residential Risk Zone

Bushfire Control Line

The bushfire control line follows the unconstructed Holt Street road reserve from Bloxsum Street to Peltophorum Street. This section of the control line is considered to be a high priority due to its proximity to densely populated areas. The control line continues south from Thozets Creek through larger rural residential properties. The

land between Thozets Creek to Hind Street is privately owned and will require permission from the owners to access and carry out maintenance works.

- Arrange for annual inspection of bushfire control line with QFES “I Zone” officer and QPWS staff to identify high risk areas and maintenance requirements.
- Develop annual maintenance agreement with QPWS based on QFES annual inspection and assessment.
- Carry out fuel reduction burns in accordance with QFES and QPWS annual burning plan or as instructed by “I Zone”.
- Implement weed management operations along unconstructed road reserve in accordance with regular weed management schedule or as instructed by QFES “I Zone” officer (May – October).
- Implement provisions for bushfire risk mitigation when constructing new roads.
- Support QFES and QPWS to establish access and maintenance works agreements with private landowners where control line is located on private land.

5.6. LAKES CREEK SECTION – COOPER STREET – HARTINGTON STREET

Lakes Creek section, shown in the map below (Map 11) is the least populated management section in the Mount Archer “I Zone” management area. It is made up of a mix of farming, light industry and rural residential land use with some medium to low residential zoning. The bushfire risk is considered to be medium due to the low population and relatively cleared and fragmented bushland. However, the presence of significant infrastructure such as the meat works and Lakes Creek School does increase the bushfire risk.

The majority of the management section is located on the Fitzroy River floodplain and is relatively flat with gently sloping hills. The terrain becomes steeper as you approach the ranges where the majority of the intact bushland is located. The vegetation on the floodplain has been significantly cleared and disturbed and is limited to fragmented remnants of blue gum (*E.tereticornis*) and coolabah (*E.coolabah*) with large open areas of grassland. As you move further up the slope towards the ranges the vegetation is relatively intact and is dominated by mixed woodland of narrow leaved Ironbark (*E.crebra*), lemon scented gum (*Corymbia citriodora*) and moreton bay ash (*E.tessellaris*) with a relatively sparse shrub layer dominated by acacia species.

The residential and industrial property is located on land that is mostly cleared. Although, caution should still be taken as there are large open areas of dense grassland which can still pose a bushfire risk to life and property.

Priority areas for private property in the Lakes Creek section have been identified as the properties located along Cooper Street and Rockonia Road where the properties are adjacent to the National Park and close to bushland or open grassland that is susceptible to bushfire. Other areas of concern include the Rockhampton Pistol Club on Dorly Street and residential properties that are at risk from grass fires.

The Lakes Creek meat works and State Primary School are high priorities to Council with regards to the infrastructure and equipment that is at potential risk. Council and QFES will work with the owners to ensure bushfire mitigation strategies and response plans are in place in the event of bushfire occurring.

The only relevant Council infrastructure is the Memorial Gardens Cemetery located on Hartington Street which is considered to be a low bushfire risk due to its accessibility and regularly serviced grounds. There are several bushland reserves that are susceptible to bushfire that are considered to be a low risk due to their remoteness.

Vacant Land - Cleared

There are two Council properties used for community purposes, Michael O’Hanlon Park and Memorial Gardens Cemetery. Both properties are maintained under RRC’s regular maintenance program and do not require further mitigation actions. There are several small properties that Council owns, scattered throughout the management section but do not pose as a bushfire risk.

- Carry out mitigation slashing in open grassed area upon direction of QFES and at least twice a month during high fire season.
- Carry out mitigation slashing if burns occurring within close proximity.
- Carry out regular maintenance slashing during wet season.

Vacant Land – Bushland

There is a large bushland reserve located on Vesty Street (Lot 276 on Plan LIV40612). The property is considered a low risk as it is not located near private residences. However, there is an opportunity to utilise this property boundary as a possible control line in the absence of a formal control line.

- Arrange for annual inspection of bushland with QFES “I Zone” officer and QPWS staff to identify high risk areas and maintenance requirements. (March - May)
- Carry out fuel reduction burns in accordance with QFES and QPWS annual burning plan or upon the instruction of QFES “I Zone” Officer.
- Maintain 3-10m tree free buffer along boundary shared by private residences.
- Carry out weed management activities in accordance with regular weed management schedule (May – October) or as instructed by QFES “I Zone” officer.
- Carry out follow up clearing mitigation activities once weed control has been completed (May – October).

Private Property

Properties located at the end of Rockonia Road and Cooper Street are adjacent to the National Park and are considered to a medium to high risk as they are outside the bushfire control line and are included in the Residential Risk Zone as shown by

the image below (Figure 7). Other areas of concern include properties located on Ballard and Spurfoot Streets.

Properties located along Cooper, Paterson, Mackay, Vesty Streets are adjacent to large areas of grassland and are susceptible to grassfires.

- Work with QFES “I Zone” officer and Fire Warden to notify residents when and where back burning will occur in the local area.
- RRC and QFES to provide support and advice to meat works to help manage bushfire risk and mitigation actions.
- Work with private land owners that share a boundary with Council vacant land to identify bushfire hazards and carry out mitigation works (May – October).
- Implement education and public awareness strategies targeting residents that are located in the Residential Risk Zone focusing on overgrown yards, preventing dumping garden waste and working with neighbours to keep boundaries clear.

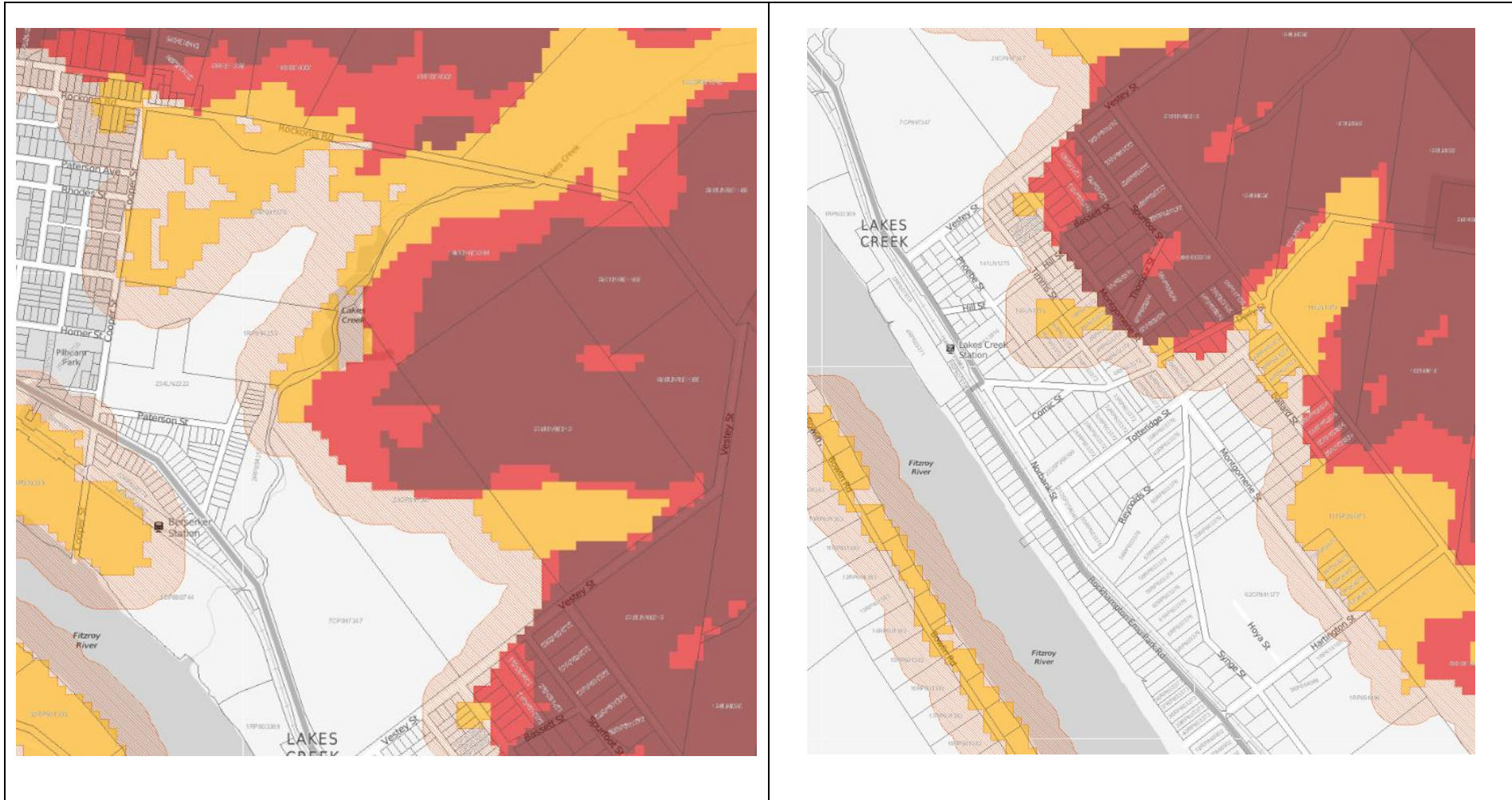


Figure 7 - Lakes Creek Management Section - Residential Risk Zone

Bushfire Control Line

The bushfire control line has been constructed from the end of Rockonia Road to the northern boundary of the Lakes Creek meat works. The entire length of the Lakes Creek section is located on private property. There is currently no formal control line beyond the meat works. However, there are several road reserves and Council property boundaries that can be maintained as a fire break in the absence of a formal control line.

- Arrange for annual inspection of bushfire control line with QFES “I Zone” officer and QPWS staff to identify high risk areas and maintenance requirements (March – May)
- Develop maintenance agreement with QPWS based on QFES annual inspection and assessment.
- Carry out fuel reduction burns in accordance with QFES and QPWS annual burning plan or as instructed by QFES “I Zone” officer.
- Implement weed management operations along unconstructed road reserve in accordance with regular weed management schedule (May – October) or as instructed by QFES “I Zone” officer.
- Establish access and maintenance works agreements with private landowners where control line is located on private land.

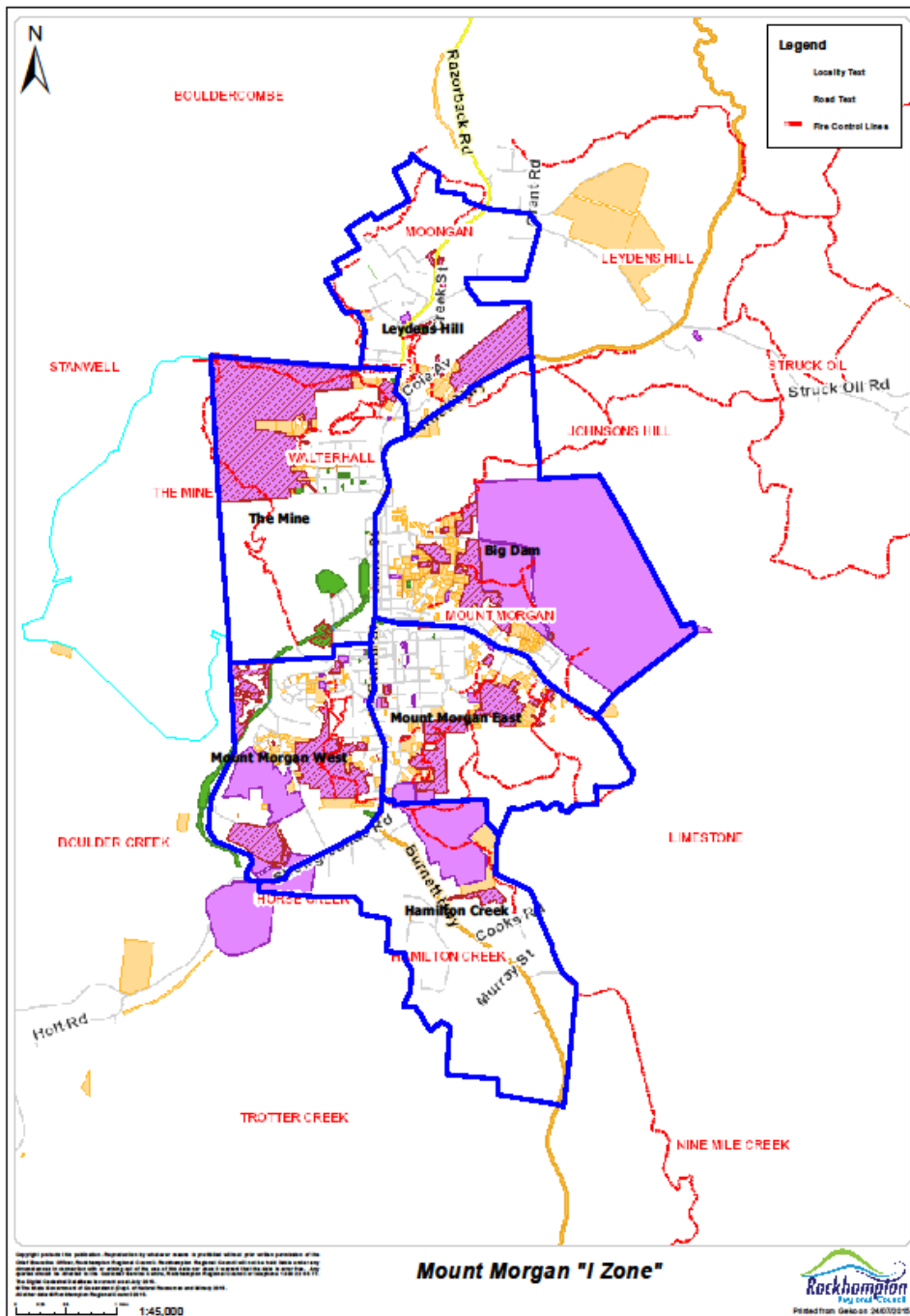
6. MOUNT MORGAN “I ZONE” BUSHFIRE MANAGEMENT AREA

The Mount Morgan “I Zone” Bushfire Management Area has been broken into six management sections, as shown by the map below (Map 12). The bushfire risk associated with the Mount Morgan landscape and settlement pattern is widespread and diffuse requiring a different response for two dominant land uses. The Mount Morgan “I Zone” is made up of two rural residential sections (Leyden’s Hill, Hamilton Creek) and four urban management sections (The Mine, Big Dam, Mount Morgan West and Mount Morgan East).

The main threats to Mount Morgan are seen to be from bushfires burning in grass or woodland approaching from virtually any direction. This would be a potentially rapid fire with embers falling ahead of the fire front (depending upon conditions). Steep hills and gullies will increase fire intensity and prevent effective control measures.

The majority of RRC and DNRM planning and bushfire control lines that are in place around the urban management sections have been based on the Mount Morgan Fire Prevention Plan developed in 2009⁹. Council performs a support role within the rural land use management sections with DNRM, QFES and Rural Fire Service Bridges taking on the majority of mitigation responsibilities.

⁹ Mount Morgan Shire Council, *Draft Mount Morgan Fire Risk Management Plan – 2009 Fire Season*. Mount Morgan 2009.



Map 12: Mount Morgan "I Zone" Bushfire Management Area

6.1. LEYDEN'S HILL BUSHFIRE MANAGEMENT SECTION

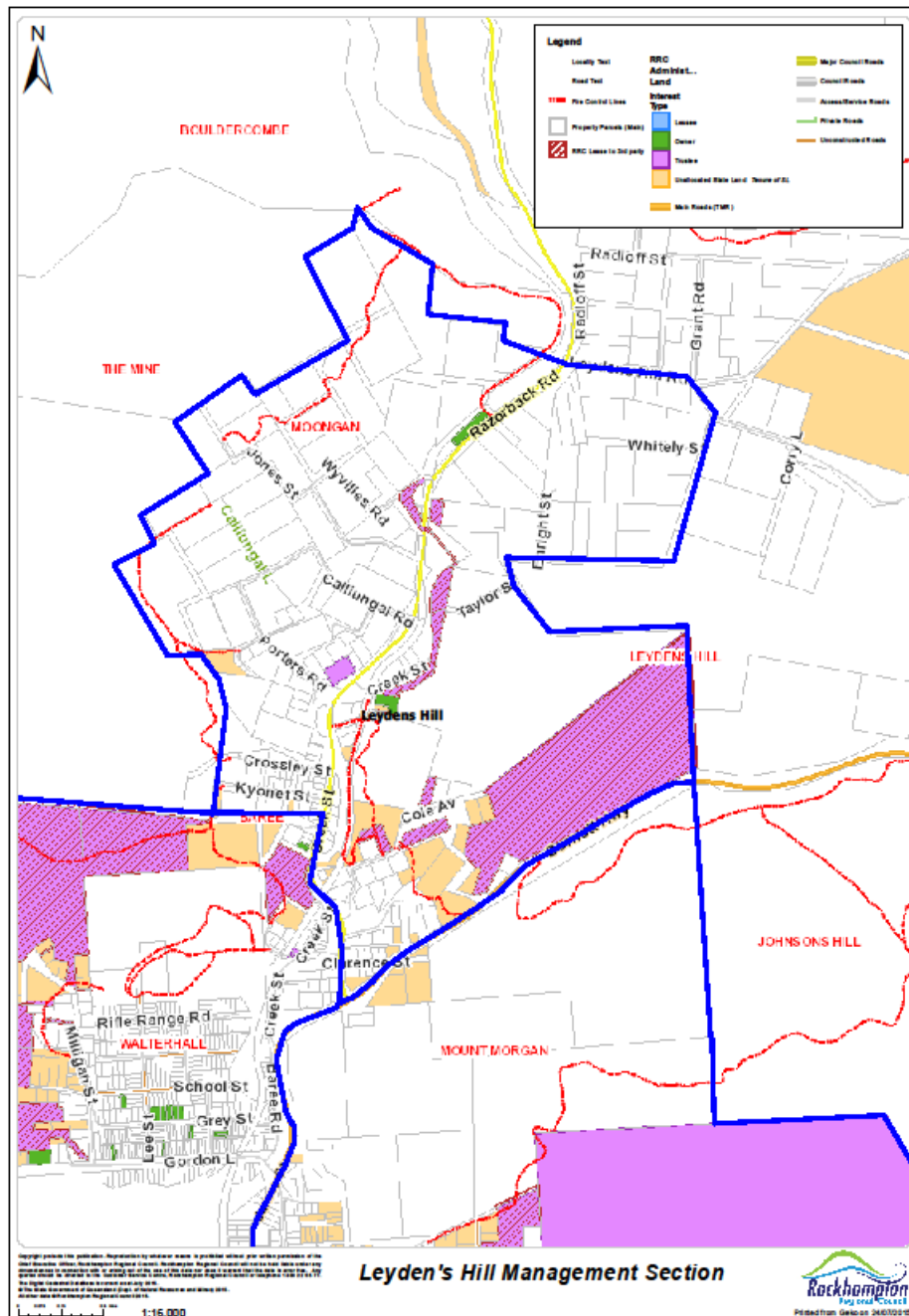
Leyden's Hill management section is comprised of small rural residential properties and large dwelling blocks located along Razorback Road and the Burnett Highway, as shown by map (Map 13) below. There is limited residential development accessible from the Burnett Highway due to the steep slopes of the Mount Morgan Range. The majority of residents are located along Razorback Road which enters the Mount Morgan "I Zone" from the north.

The vegetation found on the slopes and ridges of Mount Morgan and Razorback Ranges are dominated by lemon scented gum (*C.citriodora*) and narrow leaved iron bark (*E.crebra*) open forest with common occurrences of bloodwood (*C.clarksoniana*) and moreton bay ash (*C.tessellaris*). There is a sparse to moderately dense mid storey dominated by acacia with sparse understorey of grasses. Blue gum (*E.tereticornis*) is commonly found on the lower foothills and along stream banks where the understorey becomes dense with shrubs and grasses and can become a high bushfire risk when close to residences.¹⁰

The high priorities for RRC in Leyden's Hill Management Section include the rural settlements located to the west of Razorback Road on lower slopes of the range in the localities of Baree and Moongan. Other concerns include residents located on larger blocks that are scattered to the east of Razorback Road due to the limited accessibility.

RRC is responsible for several reserves that are located along Razorback Road and the Burnett Highway which are two primary transport routes from the north. The majority of vacant land is owned by the state and is described as unallocated state land (USL).

¹⁰ Queensland Herbarium, *Regional Ecosystems Fire Management Guidelines*. Brisbane 16/09/2014



Map 13: Leyden's Hill Management Section

Vacant Land – Open Spaces and Parkland

The amount of open space and parkland within the Leyden's Hills section is limited to one recreation reserve which is considered to be a low bushfire risk.

Road verges along Razorback Rd., Creek St, and sections of the Burnett Highway have been identified as high priority mowing for bushfire mitigation¹¹.

¹¹ Rockhampton Regional Council, *Rockhampton Regional Council Fire Risk Mitigation Plan – Parks and Reserves*. Rockhampton 2011.

- Arrange for annual inspection of open space with QFES “I Zone” officer to identify high risk areas and maintenance requirements (March – May).
- Carry out slashing and mowing program during periods of high bushfire danger (May and Oct) or as instructed by QFES “I Zone” officer.
- Carry out slashing and mowing program, on roadsides and vacant land, in accordance with regular maintenance schedule or as instructed by QFES “I Zone” officer.
 - Roadsides – Razorback Rd., Creek Street, Calliungal Road, Cole Avenue, Burnett Highway

Vacant Land – Bushland

Council is responsible for two blocks of reserve land (Lot 203 on RN1556) that are adjacent to Creek Street and the Burnett Highway. Both blocks are vacant and susceptible to high bushfire risk due to their proximity to the road side corridor and large areas of bushland. There is a recreation reserve located on Porter Street that is regularly maintained and poses a low risk to neighboring residents.

- Arrange for annual inspection of bushland with QFES “I Zone” officer and DNRM staff to identify high risk areas and maintenance requirements (March – May)
- Carry out trimming and clearing activities along boundary when trees are close to residential property or when instructed by the “I Zone” officer (May – October).
- Carry out slashing and mowing program, on roadsides and vacant land, in accordance with regular maintenance schedule or as instructed by QFES “I Zone” officer.
 - Vacant Land – Porters Street

Creeks and Drains

There are many small gullies and tributaries running through the management section. Dairy Creek is the main waterway which runs along the side of Razorback Road. RRC is responsible for a reserve on the eastern bank of the creek which still has much of the natural vegetation still intact. There is a corridor of bushland along

McLoughlin Rd. that connects the creek with surrounding bushland which has been identified as a high risk area.

- Carry out annual inspection of Dairy Creek corridor. (March – May)
- Identify high hazard areas where creek vegetation connects with private property, bushland and overgrown grass creating high fuel loads.
- Carry out mitigation works along private property boundaries where required in high risk sites (May – October).
- Implement annual weed management operations in high risk areas (September – March).
- Implement education and public awareness strategies targeting residents that share a boundary with the creek.

Private Land

RRC requires the cooperation of private land owners in assisting with bushfire mitigation efforts. As shown by figure 8, the entire management section is considered to be in the residential risk zone. However, the highest bushfire risks are private properties located on Jones Street, Calliungal Road and Porters Road that are next to dense bushland. The risk is lower on the other side of Razorback Road due to the lower population density and fragmented vegetation.

- QFES “I Zone” officer and Fire Warden to notify residents when and where back burning will occur in the local area.
- Work with emergency response agencies and landholders to install bushfire emergency response infrastructure, such as wet lines and strategic fire hydrants in areas where clearing activities are not possible. (To be initiated during QFES fuel reduction burns)
- Inspect Council vacant land that share boundary with private land to identify bushfire hazards and carry out mitigation works (May – October)
 - Jones Street, Calliungal Road, Porters Road, Creek Street, Cole Avenue.

- Implement education and public awareness strategies targeting residents that are located in the Residential Risk Zone focusing on maintaining overgrown yards around houses, bushfire mitigation and response training and working with neighbours to collectively reduce bushfire risk in the area.

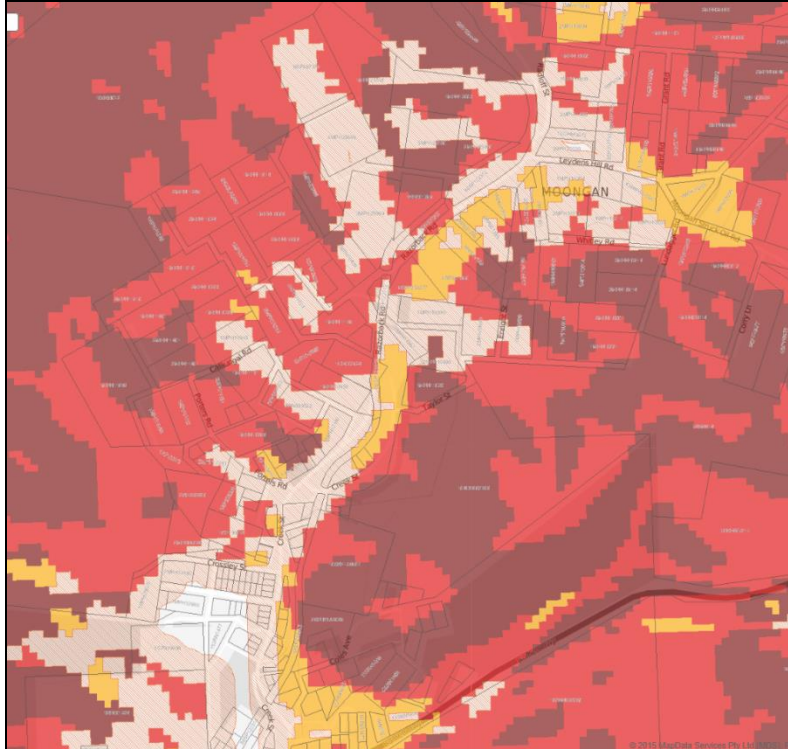


Figure 8 – Mount Morgan “I Zone” – Leyden’s Hill Residential Risk Zone

Bushfire Control Lines

There are two main bushfire control line networks located in the Leyden’s Hill section. One network extends from the Burnett Highway to Creek Street and is located on RRC and unallocated state land. This section provides protection to residential areas on the eastern side of Razorback Road. The second control line has been constructed along the ridge line to the west of Razorback Road from Leyden’s Hill Road intersection to the top of Crossley Street which provides protection to more densely populated communities.

- Arrange for annual inspection of bushfire control line with QFES “I Zone” officer and DNRM staff to identify high risk areas and maintenance requirements.
- Carry out fuel reduction burns in accordance with QFES and DNRM annual burning plan or as instructed by “I Zone” Officer.

- Implement weed management operations along Council reserve sections in accordance with regular weed management schedule or as instructed by QFES “I Zone” officer.
- Support the development of access and maintenance work agreements with private landowners where control line is located on private land.

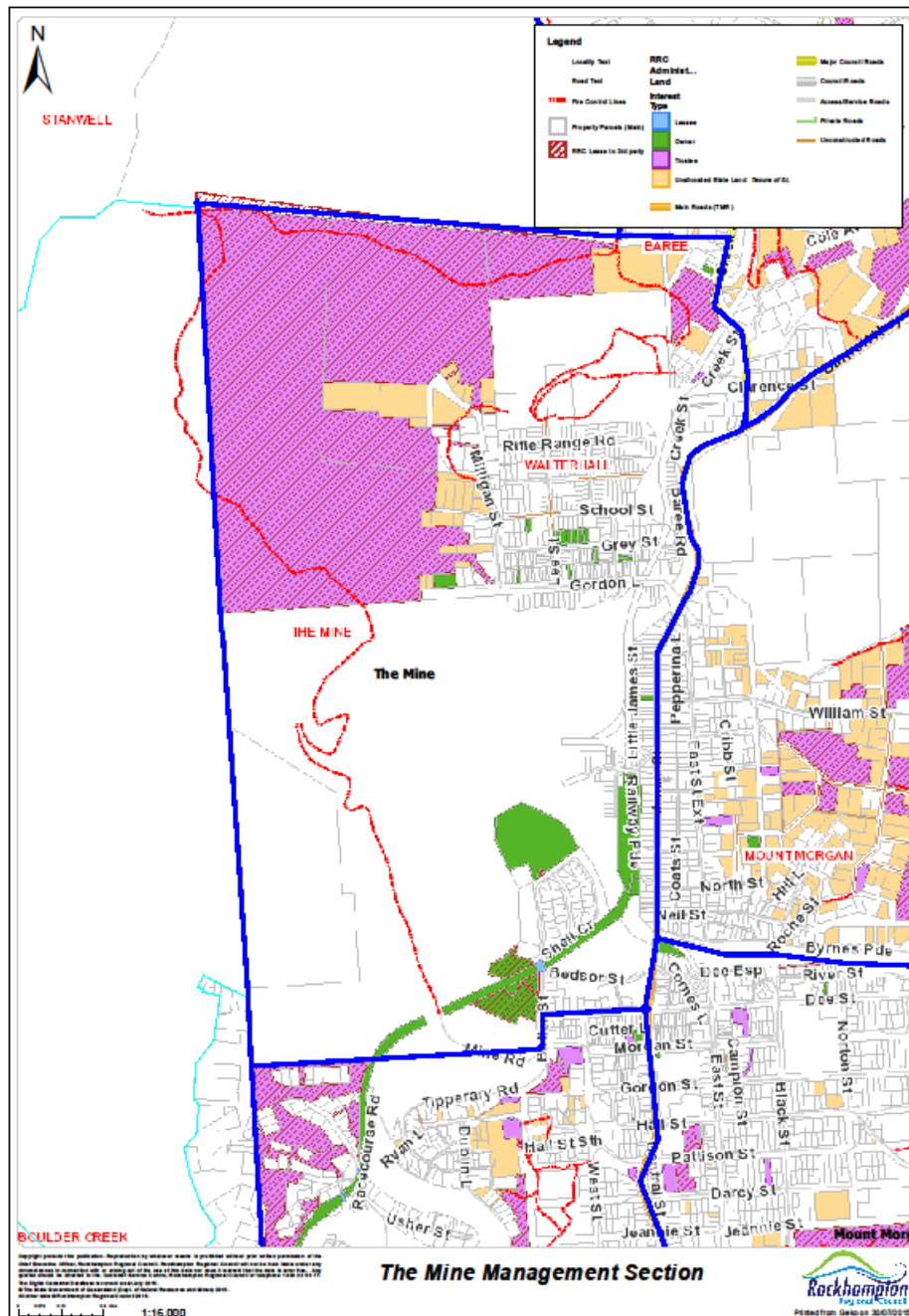
6.2. THE MINE MANAGEMENT SECTION

The Mine management section provides a buffer between rural and urban land uses within the “I Zone”, as shown by map 14. Residential and urban land use is restricted to creek flats while the majority of the management section is occupied by the old gold mine. Mount Morgan’s sporting and tourist attractions are located along the banks of the Dee River in the southern part of the management section. The majority of vacant land being RRC and state owned reserves and lease land.

Much of the natural vegetation has been disturbed through clearing for mining, grazing and urban development. Eucalyptus open forest still remains along the ridges and hill slopes which are once again dominated by lemon scented gum (*C.tessellaris*) and iron bark (*E.crebra*). Land cleared for development has resulted in large areas of open grassland that create a high bushfire risk when adjacent to private property and buildings.

The highest priority for RRC is the large bushland reserve which poses a very high bushfire risk to residents living on the edge of the Walterhall locality. Another concern is the various vacant dwelling blocks located throughout private properties that could potentially cause a problem if threatened by bushfire.

The old gold mine occupies most of the management section. The property is relatively un-vegetated and it is considered to be a low bushfire risk. The sporting and community precinct is highly valued. However, the risk of bushfire is considered low due to its distance from substantial bushland and regular maintenance.



Map 14 – Mount Morgan “I Zone” – The Mine Management Section

Vacant Land – Open Spaces and Parkland

The majority of open space and parkland lies in the southern part of the management section which is occupied by sporting grounds and community facilities, including the old rail way museum. Although, the facilities are located away from high bushfire risk areas the surrounding grounds must be kept in a well maintained state to prevent bushfire risk during high fire danger periods.

- Arrange for annual inspection of open space with QFES “I Zone” officer to identify high risk areas and maintenance requirements (March – May)

-
- Carry out slashing and mowing program on community facility grounds and open spaces in accordance with regular maintenance schedule or as instructed by QFES “I Zone” officer.
 - Monitor community facility grounds and open spaces and during periods of high bushfire danger and carry out mitigation slashing (May – October).
 - Carry out slashing and mowing program on Roadsides and vacant land, in accordance with regular maintenance schedule or as instructed by QFES “I Zone” officer.
 - Roadsides – Razorback Rd., Creek Street, Cole Avenue, Burnett Highway

Vacant Land –Bushland

RRC’s highest priority is the large reserve located in Walterhall in the northern part of the management section. Access to the reserve is restricted due to the rough terrain and steep slopes making mitigation efforts difficult to manage. However, existing arrangements are in place to support and assist residents with bushfire safety and response operations, including fuel reduction burns (Figure 1).

Vacant dwelling blocks and unconstructed road reserves located along School and Grey Street have been identified as a high bushfire risks as they are un-cleared and close to large areas of bushland reserve. There is a risk of spot fires occurring which could then threaten neighbouring properties and residences.

- Arrange for annual inspection of bushland with QFES “I Zone” officer and DNRM staff to identify high risk areas and maintenance requirements (March – May).
- Carry out trimming and clearing activities along boundary when trees are close to residential property or when instructed by the “I Zone” officer (May – October).
 - Bushland reserve – Milligan St.
- Carry out slashing and mowing program along property boundary of vacant dwelling blocks land or as instructed by QFES “I Zone” officer during high fire danger period.
 - Bushland reserve – Milligan St.

- Vacant dwelling blocks – School Street, Grey Street

Creeks and Waterways

The main waterways include Dairy Creek and the Dee River which both flow through town. As the waterways flow into built up urban areas the riparian vegetation becomes more fragmented to give way to open grassland which create a medium bushfire hazard where the creek backs onto properties and other areas of open space.

- Carry out annual inspection of Dairy Creek and Dee River corridor to identify high hazard areas where creek vegetation connects with private property, bushland and overgrown grass or weeds create high bushfire risk (March – May).
- Work with DNRM and private landholders to carry out mitigation works along private property boundaries where required in high risk sites (May – October)
- Implement annual weed management operations in high risk areas (May – October)
- Implement education and public awareness strategies targeting residents that share boundary with creek.
 - Creek St, Baree Rd., Old Rifle Range Rd., Rifle Range Rd., Grey St., Little James St., James St., Glen Gordon St. Thompson Av., Railway Pde.

Private Land

Private properties that are at most risk include residents that live next to large areas of RRC reserve and unallocated state land. Larger residential blocks located on Milligan Avenue and Gordon Lane are considered to be high bushfire risk and require regular monitoring. Most of the properties are single dwelling blocks and are considered to have a lower bushfire risk but are still contained within the Residential Risk Zone as shown in figure 9. However, the large number of vacant blocks amongst built up areas does create a bushfire hazard further into town due to the possibility of spot fires. Properties that back onto Dairy Creek or the Dee River are susceptible to bushfire risk from grass fires.

- QFES “I Zone” officer and Fire Warden to notify residents when and where back burning will occur in the local area.

- Inspect RRC vacant land that share boundary with private land to identify bushfire hazards and carry out mitigation works on;
 - Old Rifle Range Rd., Rifle Range Rd., Grey St., Gordon Lane
- Implement education and public awareness strategies targeting residents that are located in the Residential Risk Zone focusing on maintaining overgrown yards around houses, bushfire mitigation and response training and working with neighbours to collectively reduce bushfire risk in the area.

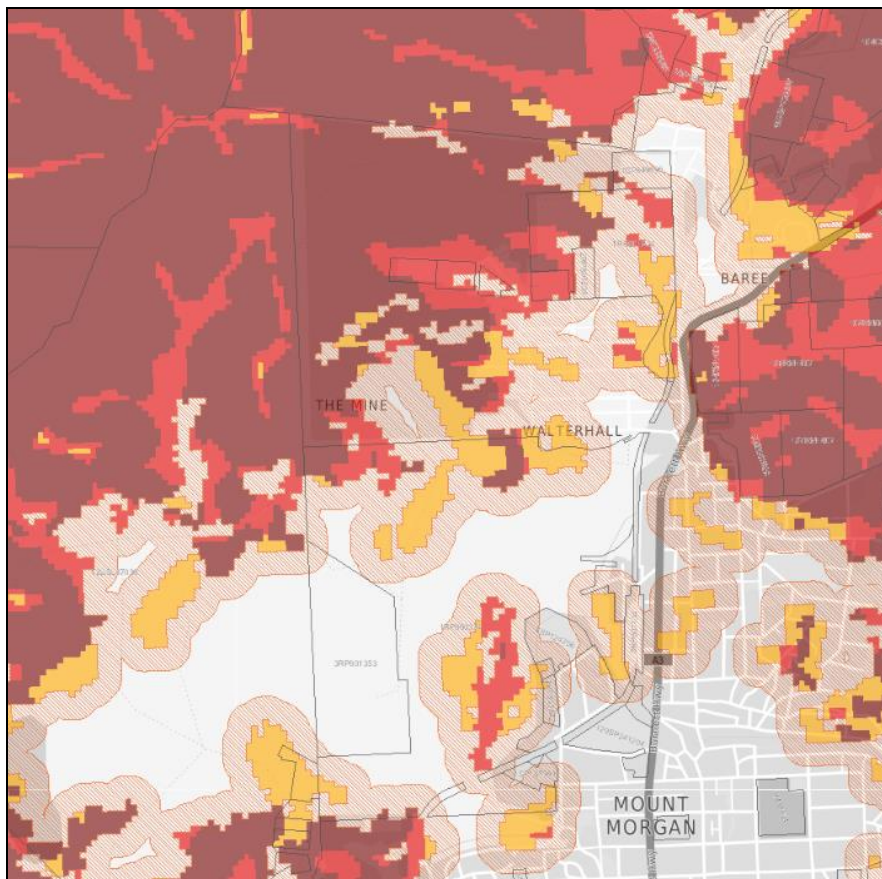


Figure 9 – Mount Morgan “I Zone” – The Mine Residential Risk Zone

Bushfire Control Line

The primary bushfire control line runs along the entire length of the Mine management section through RRC reserve and state land. However, access to the control line is limited to several tracks at the start and end of the control line. There are large areas of bushland in between the primary line and residential areas located in Walterhall. Secondary control lines have been established in order to reduce the bushfire risk to properties located on Milligan Av, Rifle Range Rd, Baree Cr., and Baree Rd.

- Annual inspection of bushfire control line by QFES “I Zone” officer and DNRM staff to identify high risk areas and maintenance requirements (March – May).
- Fuel reduction burns carried out by QFES and DNRM in accordance with annual burning plan or as instructed by “I Zone” Officer.
- Implement weed management operations along Council reserve sections in accordance with regular weed management schedule (May - October) or as instructed by QFES “I Zone” officer.
- Carry out mowing and slashing to ensure all access points on RRC land are accessible and well maintained (May – October).
 - Kyonet St., Milligan Av, Rifle Range Rd, Baree Cr., Baree Rd, Lee St., and Gordon Lane.
- Support the development of access and maintenance work agreements with private landowners where control line is located on private land.

6.3. BIG DAM MANAGEMENT SECTION

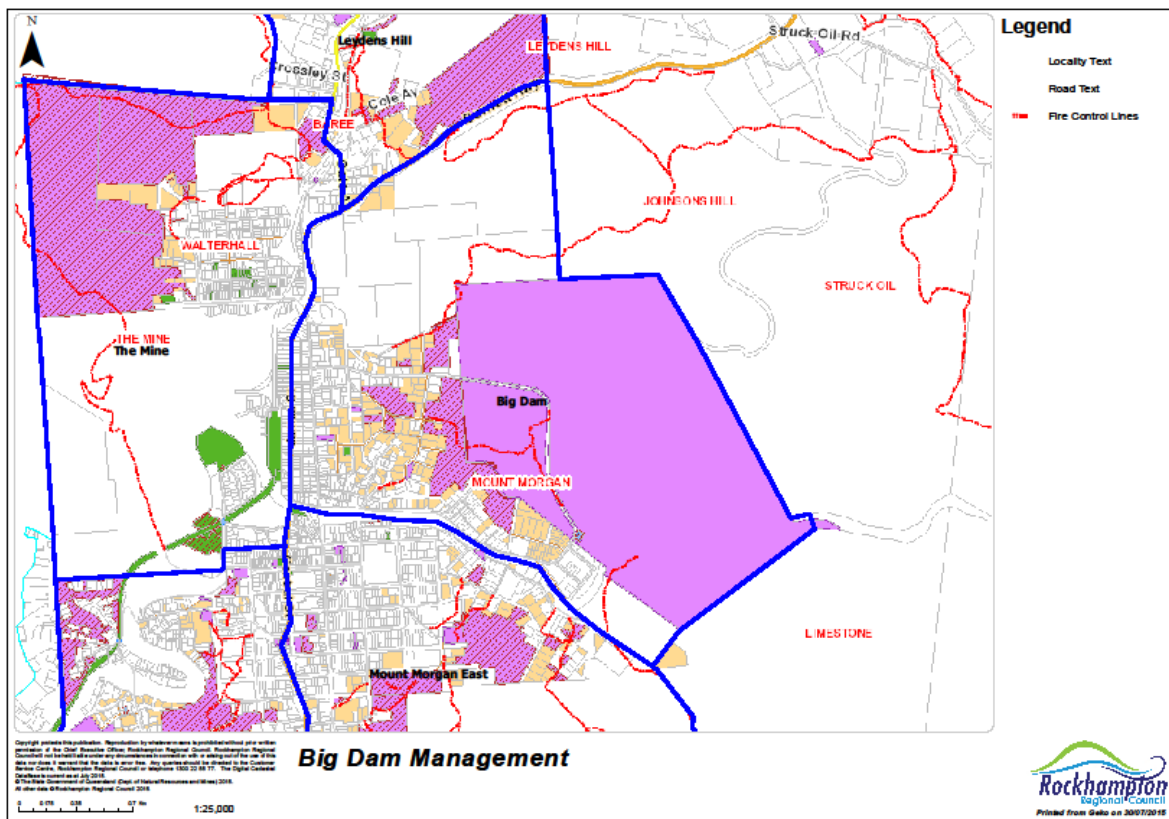
The majority of the Mount Morgan priority infrastructure falls within the Big Dam management section, including the Mount Morgan Dam and High Voltage (66 V) powerline. Residential development is mainly concentrated along the Burnett Highway with several smaller settlements occurring away from town towards the dam, as shown by map 15. The Dee River is the main waterway in the management section which feeds the dam and flows through Mount Morgan.

With the exception of the Mount Morgan Dam water & recreation reserve the vegetation has mostly been cleared for the purpose of grazing and urban development. Vegetation is relatively undisturbed on the hills and ridges surrounding the dam and is dominated by shrubby open woodland of blood wood (*Corymbia* spp.), messmate (*E.cloeziana*), and narrow leaved iron bark (*E.crebra*). The sparse to mid-dense understorey is made up of a variety of low trees or shrubs.

RRC’s highest priorities include the water and recreational reserve and infrastructure associated with the dam and recreational area. Particular attention is paid to the properties and residences along the eastern boundary of the reserve. Due to the

steep terrain and limited access increased fuel loads can create a significant bushfire risk to properties and residences.

The high voltage power line that runs from Stanwell power station is considered to be a high priority. Ergon energy is responsible for management and maintenance of the high voltage power line corridor.



Map 15 – Mount Morgan “I Zone” – Big Dam Management Section

Vacant Land – Open Spaces and Parkland

There are two properties that RRC is responsible for; Black Street Reservoir and Big Dam Park. Both of which are considered to be a low bushfire risk as they are well maintained under the regular maintenance schedule.

However, there is large amount of state unallocated and unconstructed road reserves that pose a high bushfire risk to neighbouring properties (figure 10). RRC and DNRM do not have the capacity to maintain all vacant land under the current maintenance schedule and must work with landholders and QFES to support fuel reduction burns in accordance with the annual burning plan.

- Arrange for annual inspection of open space with QFES “I Zone” officer to identify high risk areas and maintenance requirements (March – May).

- Carry out slashing and mowing program on community facility grounds and open spaces in accordance with regular maintenance schedule or as instructed by QFES “I Zone” officer.
- Carry out slashing and mowing program, on roadsides and vacant land, in accordance with regular maintenance schedule or as instructed by QFES “I Zone” officer.
 - Roadsides – Williams Street, Byrnes Pde
- Establish maintenance schedule for accessible tracks on unconstructed road reserves for the purpose of mitigation activities (May – October)
 - Shandon St., Long In., Hill St., Stover St.

Vacant Land –Bushland

Council’s highest priority is the large water and recreation reserve surrounding the dam. There is limited access to large parts of the reserve which requires Council to focus its efforts along the margins of large areas of open grassland adjacent to private residences and utilising existing road corridors.

- Annual inspection of bushland with QFES “I Zone” officer and DNRM staff to identify high risk areas and maintenance requirements (March – May)
- Establish 3-10m tree free buffer along the boundary with neighbouring residences.
- Carry out weed management program within buffer of private residences (May and Oct)
- Fuel reduction burns carried out by QFES and QPWS in accordance with annual burning plan or as instructed by “I Zone” Officer.
- Identify and prioritise access tracks that can be used for bushfire mitigation purposes.
- Establish maintenance schedule for roads accessing Big Dam reserve for the purpose of mitigation activities (May – October);
 - William St., Possum St., Roche St.,

Creeks and Waterways

The Big Dam management section includes the northern bank of the Dee River which flows from the dam through the main township of Mount Morgan. The riparian corridor is relatively intact and continuous for the majority of its length until 400-500 metres from the highway crossing where the creek flat widens into open grassland. Apart from the first 100m the bushfire risk to properties is not significant due to the buffer provided by Byrnes Parade which runs along the Dee River between private property and the river.

- Carry out annual inspection of Dee River corridor to identify high hazard areas where creek vegetation connects with private property, bushland and overgrown grass or weeds create high bushfire risk.
- Inspect Dee River corridor that shares boundary with private land to identify bushfire hazards and carry out mitigation works (May – October)
- Implement annual weed management operations in high risk areas (September – March)
- Implement education and public awareness strategies targeting residents that share a boundary with waterways.
 - River Rd., Perlick St.

Private Property

The Big Dam management section includes large areas of privately owned land that extend from the Highway to William St. Although, the buildup of grass and shrubs like, lantana and guinea grass, pose a high bushfire risk to grazing land. Residential properties along William Street are exposed to high to medium bushfire risk, as shown by figure 10.

There is over 34 ha of unallocated state land between William St. and Byrnes Pde which places houses within the Residential Risk Zone for bushfire impact (figure 10). Council and DNRM will carry out annual inspections of government owned vacant property and road reserves to identify high bushfire risk properties to prioritise annual maintenance activities.

- QFES “I Zone” officer and Fire Warden to notify residents when and where back burning will occur in the local area.
- Inspect Council vacant land that shares boundary with private land to identify bushfire hazards and carry out mitigation works on (May – October);
 - William, Lindale, Lester, Ganter and Possum Streets
- Implement education and public awareness strategies targeting residents that are located in the Residential Risk Zone focusing on maintaining overgrown yards around houses.
- Bushfire mitigation and response training and working with neighbours to collectively reduce bushfire risk in the area.

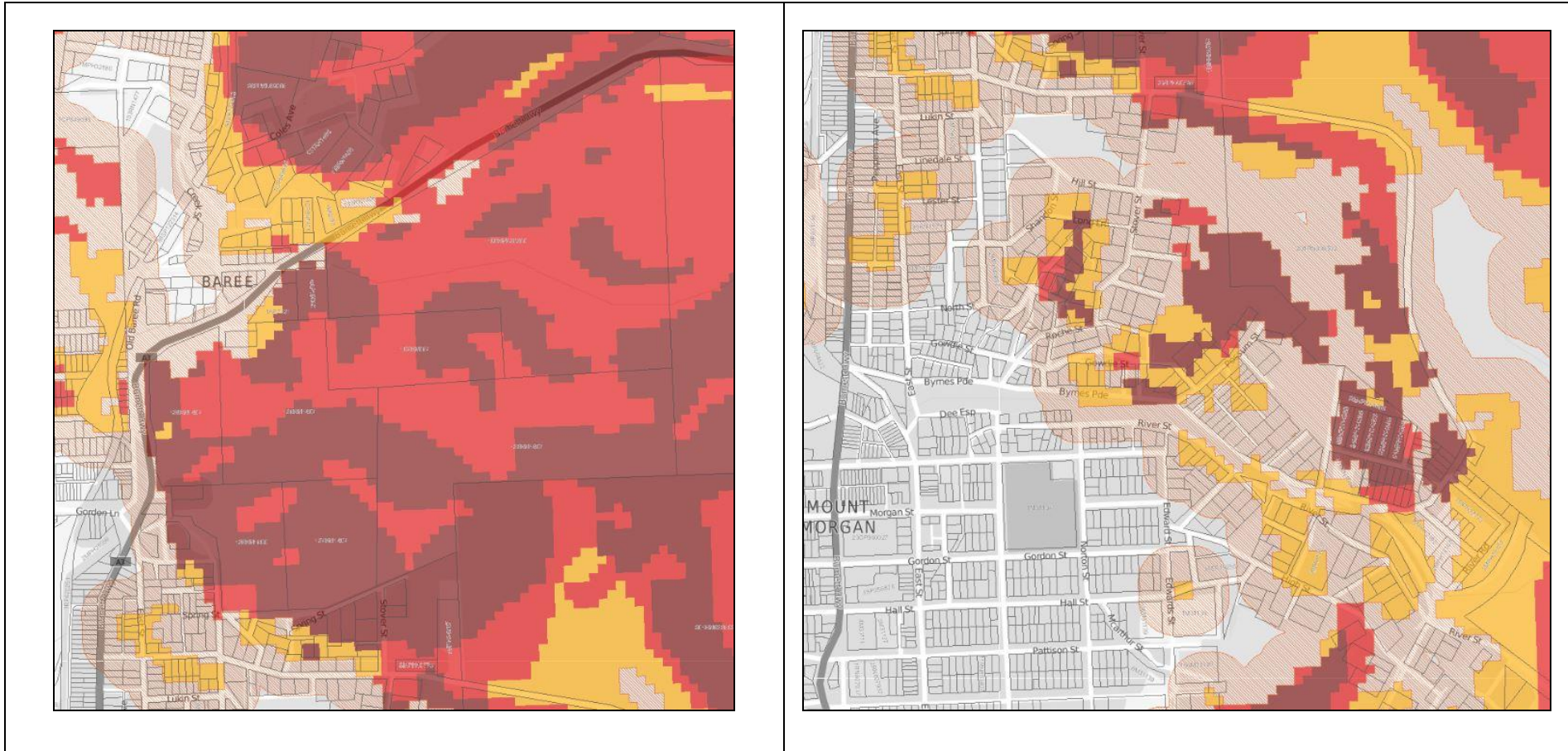


Figure 10 – Mount Morgan “I Zone” – Big Dam Residential Risk Zone

Bushfire Control Line

There are two main control lines that have been constructed. The northern control line extends south along the ridgeline from the Highway to Spring Street. It is accessible from properties along the Highway and Struck Oil Road and intersects the high voltage power line corridor. The eastern control line runs south along the edge of the Mount Morgan Dam from William Street to Byrnes Pde. Unsealed roads and tracks are used as secondary control lines to help break up large areas of vacant land close to built-up residential areas along Stover and Hill Streets.

- Arrange for annual inspection of bushfire control line by QFES “I Zone” officer and DNRM staff to identify high risk areas and maintenance requirements (March – May).
- Fuel reduction burns carried out by QFES and DNRM in accordance with annual burning plan or as instructed by “I Zone” Officer.
- Implement weed management operations along Council reserve sections in accordance with regular weed management schedule or as instructed by QFES “I Zone” officer.
- Ensure all access points on Council land are accessible and well maintained (May – October).
 - Burnett Highway, Struck Oil Road, Spring Street, William Street, Byrnes Pde, Hill Street, and Stover Street.
- Support the development of access and maintenance work agreements with private landowners.

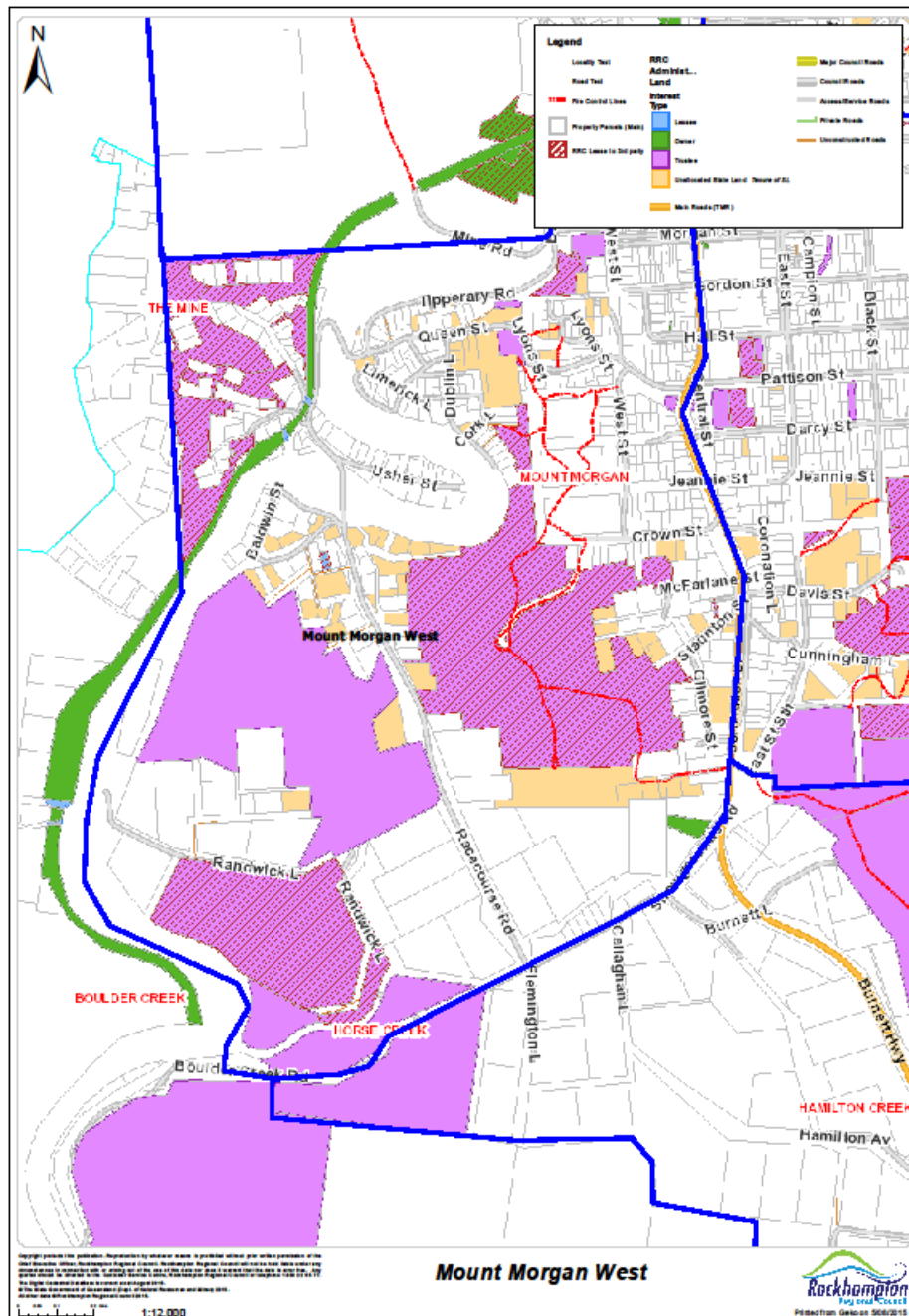
6.4. MOUNT MORGAN WEST MANAGEMENT SECTION

The Mount Morgan West Management section is south of the Old Mine and predominantly made up of large reserves, low density and rural residential land use. Two large Council reserves separate the two residential areas which are located either end of the management section, as shown by the map below (map 16). The majority of residents live close to the Mount Morgan business precinct in the northern part of the management section with larger rural residential blocks occupying the southern parts of the section.

All large areas of woodland and forest have been cleared or disturbed for the purpose of mining and development. There are areas of open woodland but only small isolated patches along the banks of the Dee River and small waterways. The majority of open space is dominated by sloping and hilly grass and shrub lands. Once again open grassland areas will need to be monitored due to the risk they pose under high bushfire danger conditions.

High priorities for Council include private property neighbouring large RRC reserves and properties backing onto the Dee River and other small waterways.

The Mount Morgan Showgrounds are considered relatively low bushfire risk due to the regular maintenance schedule. The bushfire risk is considered to be higher for the municipal rubbish dump due to the flammable nature of the rubbish and its proximity to open grassland.



Map 16: Mount Morgan “I Zone” – Mount Morgan West Management Section

Vacant Land – Open Space and Parkland

The majority of open space in the management section is Council reserve. There are three large Council reserves that occupy the southern half of the management section. Land designated for waste disposal is located along Racecourse Road adjacent to a second reserve which is currently under third party lease arrangement for the purpose of communication utilities. Both reserves are relatively clear of large trees. The Mount Morgan Showgrounds and Racecourse is surrounded by small strip of woodland with no significant risk due to the grounds being regularly maintained.

- Arrange for annual inspection of open space with QFES “I Zone” officer to identify high risk areas and maintenance requirements (March – May).
- Carry out slashing and mowing program along boundary with private residences during periods of high bushfire danger or as instructed by QFES “I Zone” officer (May – October).
 - ANZAC Memorial Park
 - Reserves located along Racecourse Road, Gilmore St, School St. South
- Carry out slashing and mowing program, on Roadsides and vacant land, in accordance with regular maintenance schedule or as instructed by QFES “I Zone” officer.
 - Roadsides – Tipperary Rd., Usher St, Racecourse Rd., Showgrounds Rd.

Vacant Land – Bushland

Vacant bushland land is limited to small blocks of reserve along Tipperary Road on the western bank of Dee River. All other Council land is relatively cleared open space. There are isolated patches of bushland in gullies and around recreational areas like the Racecourse and the Showgrounds.

- Annual inspection of bushland reserves with QFES “I Zone” officer and DNRM staff to identify high risk areas and maintenance requirements (March – May).
- Inspect Council land that share boundary with private land to identify bushfire hazards and carry out mitigation works (May – October).
- Carry out weed management program within buffer along the boundary with private residences (May – October).
- Carry out fuel reduction burns in accordance with QFES and QPWS annual burning plan or as instructed by “I Zone” Officer.

Creeks and Waterways

The Dee River and Horse Creek are the two main waterways in the management section. The Dee River is mostly cleared open grass and shrub land that is susceptible to weed infestation. Horse Creek is a smaller tributary with some connection with larger bushland blocks further up-stream.

Council owns land along the banks of both waterways which is susceptible to medium bushfire risk due to the connection to larger Council reserves.

There is no significant bushfire risk to private property apart from houses located along, Usher and Baldwin Streets., Tipperary and Showgrounds Road. However, residents are encouraged to monitor and maintain their properties as a precaution.

- Carry out annual inspection of Dee River corridor to identify high hazard areas where creek vegetation connects with Council land, private property, bushland and areas of overgrown grass or weeds. (March – May).
- QFES “I Zone” officer and Fire Warden to notify residents when and where back burning will occur in the local area.
- Work with DNRM and private landholders to carry out mitigation works along private property boundaries where required in high risk sites (May – October).
- Work with emergency response agencies and landholders to install bushfire emergency response infrastructure, such as wet lines and strategic fire hydrants in areas where clearing activities are not possible. (To be initiated during QFES fuel reduction burns)
- Implement annual weed management operations in high risk areas (May – October).
- Implement education and public awareness strategies targeting residents that share boundary with creek.
- Usher St., Baldwin St., Tipperary and Showgrounds Rd.

Private Property

The majority of the bushfire risk to private property only occurs when residences are located next to vacant blocks of unallocated state land, Council reserves and waterways as shown by the Residential Risk Zone in the figure 11.

- Inspect vacant land that shares boundary with private land to identify bushfire hazards and carry out mitigation works (May – October).
- QFES “I Zone” officer and Fire Warden to notify residents when and where back burning will occur in the local area.
- Inspect Council vacant land that shares boundary with private land to identify bushfire hazards and carry out mitigation works on (May – October).
 - Shamrock St., Crown St., Racecourse Rd., Showgrounds Rd., Dublin Ln., Hall St. South, West St., School St.
- Implement education and public awareness strategies targeting residents that are located in the Residential Risk Zone focusing on maintaining overgrown yards around houses, bushfire mitigation and response training and working with neighbours to collectively reduce bushfire risk in the area (March - September).

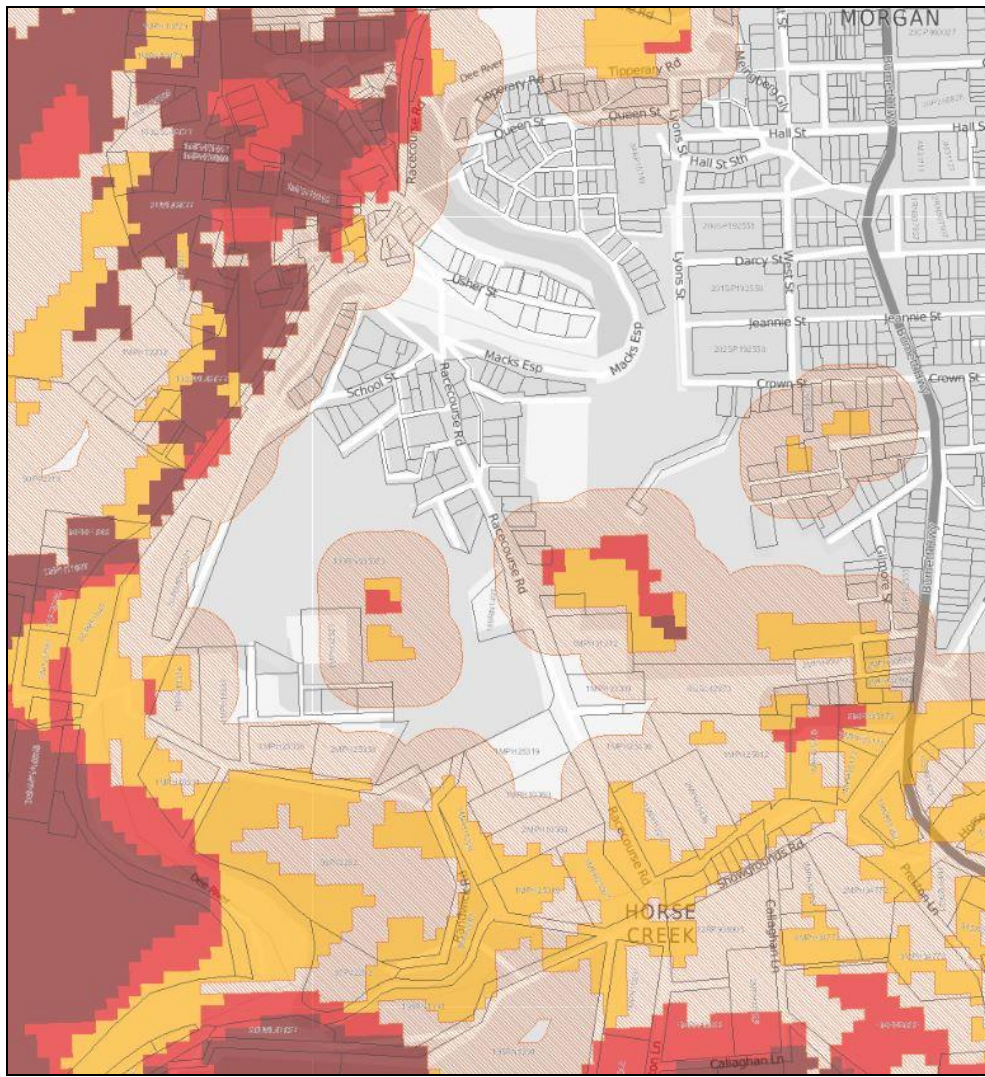


Figure 11: Mount Morgan “I Zone” – Mount Morgan West Residential Risk Zone

Bushfire Control Line

The road network and creeks provide barriers to larger properties on the outskirts of the management section. The major networks of bushfire control lines are located on the large Council reserve that separates larger rural residential blocks from the more susceptible residential areas.

- Annual inspection of bushfire control line with QFES “I Zone” officer and DNRM staff to identify high risk areas and maintenance requirements.
- Fuel reduction burns carried out by QFES and DNRM in accordance with the annual burning plan or as instructed by “I Zone” Officer.
- Implement weed management operations along Council reserve sections in accordance with regular weed management schedule or as instructed by QFES “I Zone” officer.

- Ensure all access points on Council land are accessible and well maintained.
 - Hall St. Sth., West St., Cork Ln - Ascension St., Crown St., Burnett Hwy.

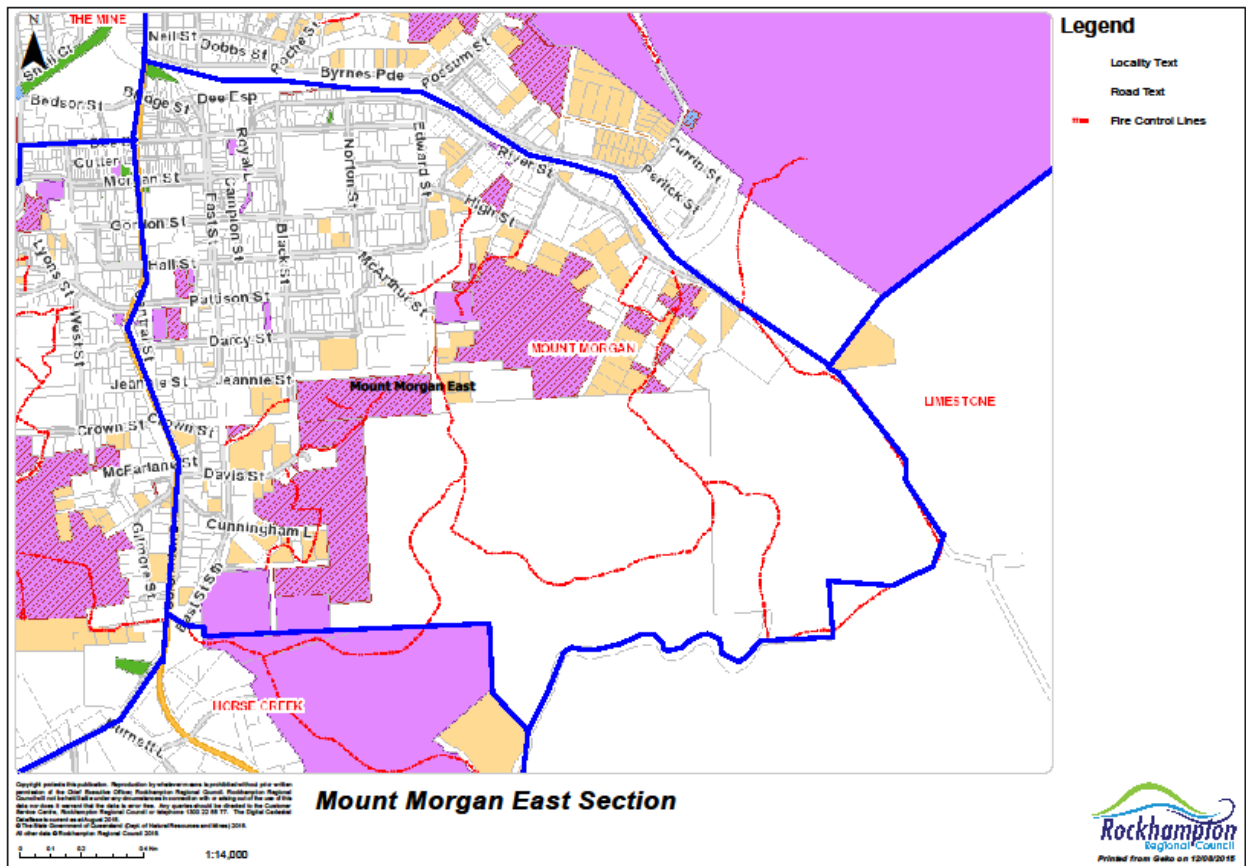
6.5. MOUNT MORGAN EAST MANAGEMENT SECTION

The majority of Mount Morgan's retail and residential development is located in Mount Morgan East Management Section. The retail precinct is located along the Highway which is surrounded by low density residential development to the edge of town where there are several large grazing properties. There is little to no rural residential properties located between built up areas and large grazing properties. Instead there is a corridor of Council reserves and unallocated state land designated as rural vacant land as shown by map 17.

Large areas of Eucalyptus woodland remain on the hills and ranges surrounding the township. The vegetation is dominated by narrow leaved ironbark and bloodwood with a sparse shrub layer comprised of red ash and acacia sp. with a sparse to mid dense grassy ground layer. Cleared open grass and shrub land exists on the edge of residential areas which provides a buffer from the higher bushfire risk associated with the Eucalyptus woodland.

Priority areas for private property include residents that live next to vacant blocks along the boundary of Council reserves and unallocated state land. There are several larger residential blocks located along River St that are considered to be high bushfire risk due to their isolation and proximity to large areas of bushland. Fire hydrant systems have been installed along River Street to assist with bushfire risk mitigation and response activities.

There are several priority infrastructure assets located near high bushfire risk areas including the high voltage power line and water treatment plant. RRC and DNRM are also responsible for unallocated state land and reserves that act as a buffer for properties along the eastern edge of town.



Map 17: Mount Morgan “I Zone” – Mount Morgan East Management Section

Vacant Land – Open Space and Parkland

The Mount Morgan Cemetery and Water treatment plant are located on the eastern edge of town. Although, the infrastructure is close to high bushfire risk areas the reserves are considered a medium to low bushfire risk due to regular maintenance. However, there is a corridor of Council reserve and unallocated state land that extends from River Road to the Cemetery which is considered to be high bushfire risk zone with fuel reduction burns being carried out annually.

- Annual inspection of open space with QFES “I Zone” officer to identify high risk areas and maintenance requirements (March – May).
- Carry out slashing and mowing program along boundary with private residences or as instructed by QFES “I Zone” officer (May – October)
 - Reserves along River St., Chardon St.
- Carry out slashing and mowing program, on roadsides and reserves, in accordance with regular maintenance schedule or as instructed by QFES “I Zone” officer.

- Roadsides – River St., Norton St., Edward St
- Cemetery, Water Treatment Plant

Vacant Land – Bushland

The majority of vacant Council land is open grassland. However there are several areas of woodland that are considered to be of concern, including the gully areas behind McArthur, Edward and Cemetery Rd. Isolated patches of bushland pose a threat to neighbouring properties due to ignition from spot fires.

- Annual inspection of bushland with QFES “I Zone” officer and DNRM staff to identify high risk areas and maintenance requirements. (March - May).
- Monitor tree free buffer along boundary of Council land where in close proximity with private dwellings (May – October).
- Carry out weed management program within buffer along the boundary with private residences (May – October).
- Carry out fuel reduction burns in accordance with QFES and QPWS annual burning plan or as instructed by “I Zone” Officer.

Creeks and Waterways

As with the northern bank the riparian vegetation of the southern bank of the Dee River is relatively intact and continuous for the majority of its length but the risk to property is considered low due to River Road. There are two sections along the river that back onto private residences. RRC carries out regular maintenance along the river bank to reduce the bushfire risk in these areas.

- Carry out annual inspection of Dee River corridor to identify high hazard areas where creek vegetation connects with private property, bushland and overgrown grass or weeds create high bushfire risk (March – May).
- Work with DNRM and private landholders to carry out mitigation works along private property boundaries where required in high risk sites (May and October).

- Implement annual weed management operations in high risk areas (May – October).
- Implement education and public awareness strategies targeting residents that share a boundary with a waterway.
 - River St, Piddichs Crossing.

Private Property

The Bushfire Hazard mapping, figure 12 shows Private properties under greatest threat from bushfire risk include dwellings and grazing land on the outskirts of town along River Street. RRC and DNRM support private landholders ability to mitigate bushfire risk by participating in public education and training programs and coordinating mitigation efforts on surrounding reserves and unallocated state land.

Other areas of concern within the residential risk zone include private dwellings in town that are close to isolated patches of bushland on Council land.

- QFES “I Zone” officer and Fire Warden to notify residents when and where back burning will occur in the local area.
- Inspect Council land that shares boundary with private land to identify bushfire hazards and carry out mitigation works (May – October).
 - High Street, River Street, Long Gully Edward St., Cunningham Ln.
- Implement education and public awareness strategies targeting residents that are located in the Residential Risk Zone focusing on maintaining overgrown yards around houses.
- Bushfire mitigation and response training and working with neighbours to collectively reduce bushfire risk in the area.

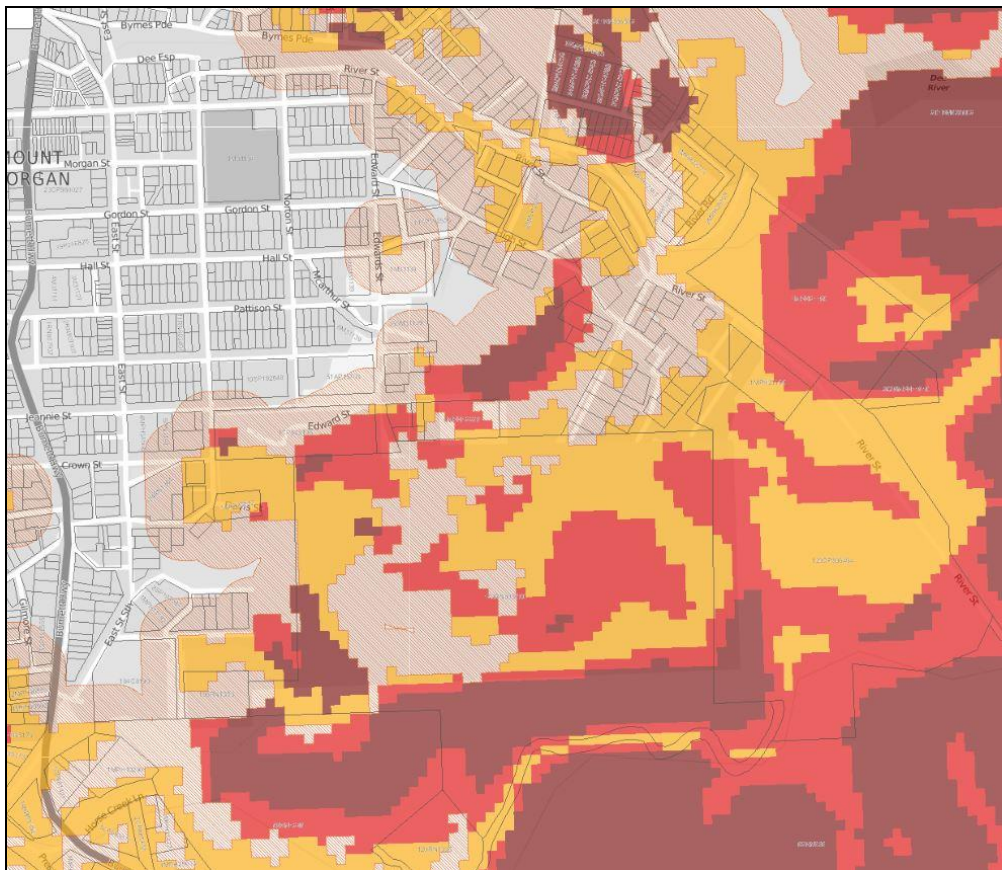


Figure 12: Mount Morgan “I Zone” – Mount Morgan East Residential Risk Zone

Bushfire Control Line

The majority of the bushfire control line is located on private grazing land. The primary control line is supported by a network of smaller control lines and tracks that provide a second barrier targeting residential dwellings and properties at the edge of urban areas. The majority of secondary lines is located on Council reserves and unallocated state land and is maintained by DNRM through an annual maintenance agreement.

- Annual inspection of bushfire control line with QFES “I Zone” officer and DNRM staff to identify high risk areas and maintenance requirements (March – May).
- Support fuel reduction burns in accordance with QFES and DNRM annual burning plan or as instructed by “I Zone” Officer.
- Implement weed management operations along Council reserve sections in accordance with regular weed management schedule or as instructed by QFES “I Zone” officer.

- Ensure all access points on Council land are accessible and well maintained.
 - Cemetery Rd., East St., Black St., Davis St., Edward St., McArthur St., High St., River St.

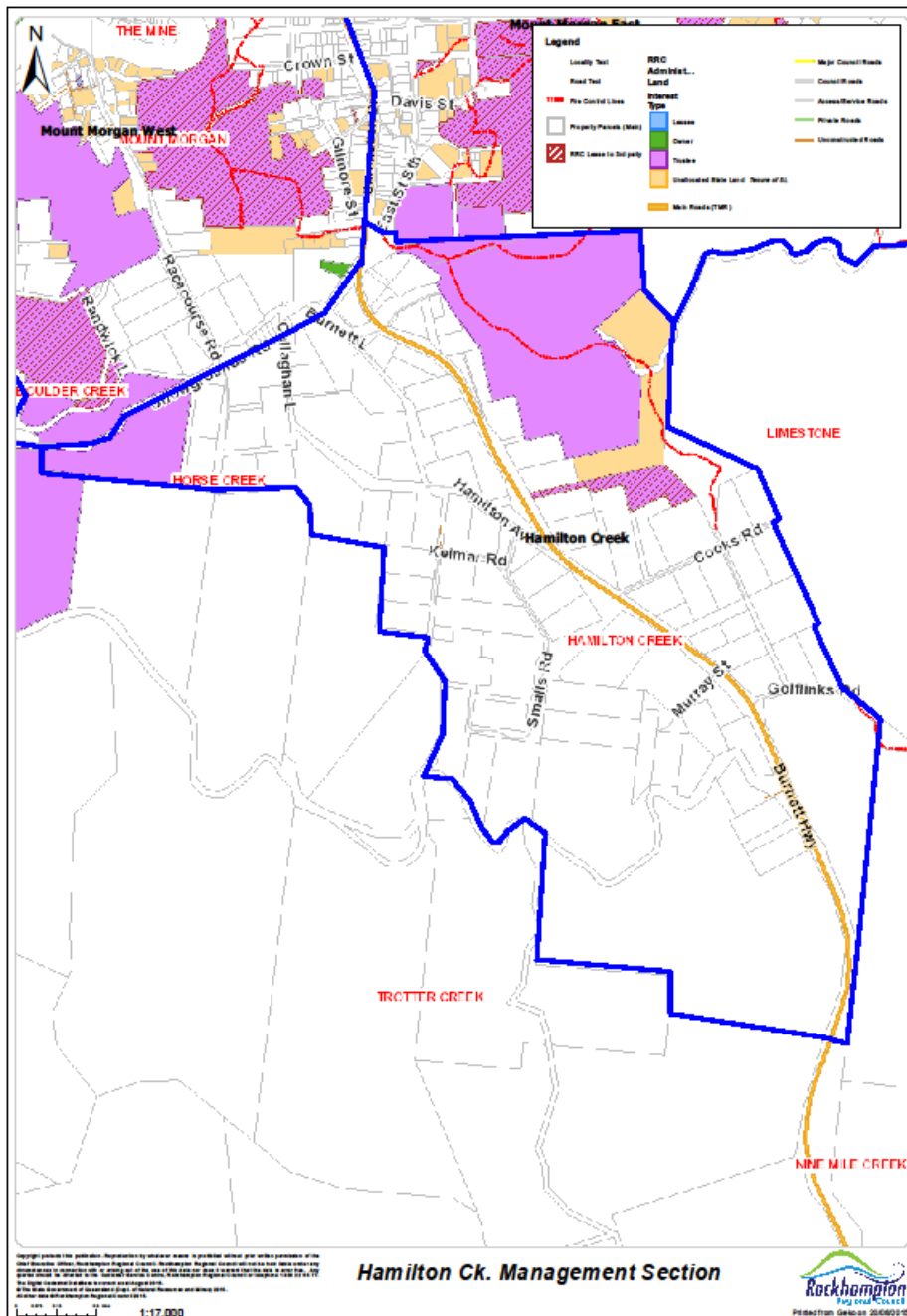
6.6. HAMILTON CREEK MANAGEMENT SECTION

Hamilton Creek Management Section (map 18) is made up of rural residential, grazing and farming land. The rural management section contains no urban residential land use but does include sport and recreational purposes and some business activity.

The landscape is dominated by gentle sloping foothills and creek flats surrounding two creeks: Horse Creek and Hamilton Creek. The majority of this land has been cleared for farming and other agricultural purposes. Land that has not been cleared is dominated by blue gum (*E.tereticornis*) with common occurrences of river sheoaks (*C.cunninghamiana*), coolabah (*E.Coolabah*) and open to sparse tall shrub layer comprised of angophora and acacia species. The ground layer is open grass land dominated by perennial grass and low shrubs. The vegetation then changes to open forest comprised of narrow leaved iron bark (*E.crebra*) and lemon scented gum (*C.citriodora*) on steeper slopes and ridges with occurrences of grass trees (*Xanthorrhoea* spp.) and cycads (*Macrozamia* spp.).

Council has identified bushfire risk priorities that include the large vacant recreational reserve and the Burnett Highway which are important assets with regards to mitigation activities within the "I Zone".

There are several areas of concern where private properties are considered to be susceptible to high bushfire risk. The scattered nature of dwellings and property infrastructure associated with rural residential areas presents difficult challenges in reducing risk to life and property.



Map 18: Mount Morgan “I Zone” – Hamilton Ck. Management Section

Vacant Land – Open Spaces and Parkland

Council is responsible for land along Showgrounds Road that is currently used as a quarry. It is not considered to be a high bushfire risk due to the regular maintenance and quarry operations. However, the property does provide a buffer between bushland and private property.

- Annual inspection of open space with QFES “I Zone” officer to identify high risk areas and maintenance requirements (March – May)

- Carry out slashing and mowing program as instructed by QFES “I Zone” officer (May – October).
- Carry out slashing and mowing program, on Roadsides and reserves, in accordance with regular maintenance schedule or as instructed by QFES “I Zone” officer.
 - Roadsides – Showgrounds Rd., Flemington Ln., Horse Ck Ln., Cooks Ln., Cooks Rd.

Vacant Land – Bushland

The recreational reserve located on Horse Creek road is a significant area of Eucalyptus woodland that is susceptible to high bushfire risk. However, the reserve is isolated from urban areas with only two or three properties that may be impacted. Common boundaries will be inspected to identify high risk areas for mitigation activities wherever possible.

- Annual inspection of bushland with QFES “I Zone” officer and DNRM staff to identify high risk areas and maintenance requirements (March – May).
- Carry out mitigation clearing and slashing in high risk areas along boundary with private property (May – October).
- Carry out weed management program within buffer along the boundary with private residences (May and Oct).
- Fuel reduction burns carried by QFES and QPWS in accordance with the annual burning plan or as instructed by “I Zone” Officer.

Creeks and Waterways

Horse and Hamilton Creek have intact and continuous riparian vegetation along most of their lengths within the rural zone. The Horse Creek corridor becomes fragmented as it moves through residential areas.

- Carry out annual inspection of Dee River corridor to identify high hazard areas where creek vegetation connects with private property (March – May).

- Inspect Council land that share boundary with private land to identify bushfire hazards and carry out mitigation works (May – October).
- Implement annual weed management operations in high risk areas (May – October)
- Implement education and public awareness strategies targeting residences that share boundary with creek.
 - Horse Creek Ln, Showgrounds Rd.

Private Property

The majority of land within the management section is freehold land described as rural and rural residential. As shown by figure 13, all privately owned land is considered to be inside the Residential Risk Zone. However, private property at greatest risk includes properties that have not been cleared and are located adjacent to large forest and woodland areas. The risk is reduced significantly on properties that have been cleared and provide a buffer around dwelling and infrastructure.

- QFES “I Zone” officer and Fire Warden to notify residents when and where back burning will occur in the local area.
- Inspect Council land that shares boundary with private land to identify bushfire hazards and carry out mitigation works (May – October).
 - Callaghan Ln., Burnett Ln., Horse Creek Ln., Keimar Rd., Cooks Rd.
- Implement education and public awareness strategies targeting residents that are located in the Residential Risk Zone focusing on maintaining overgrown yards around houses.
- Bushfire mitigation and response training and working with neighbors to collectively reduce bushfire risk in the area.

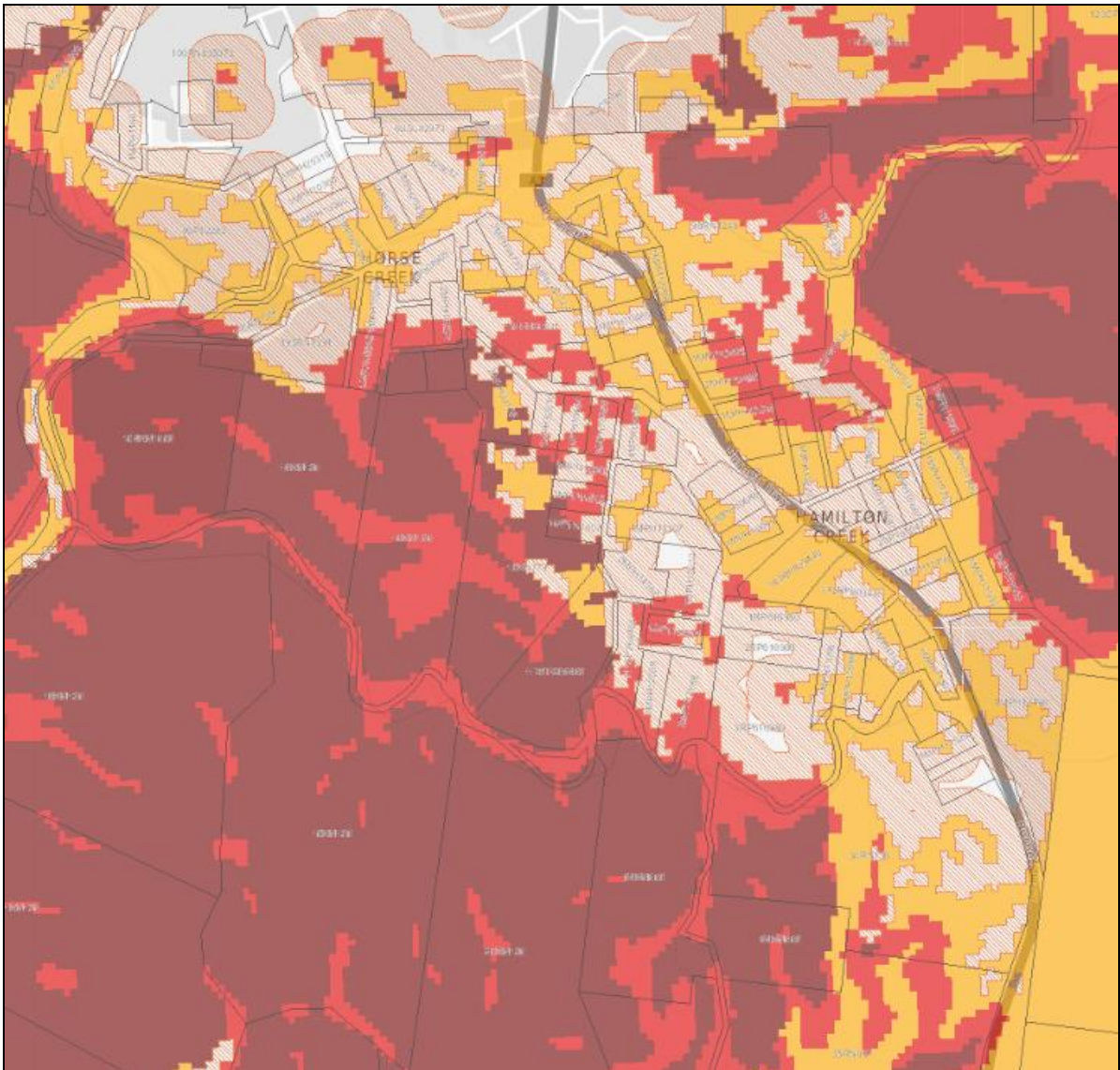


Figure 13: Mount Morgan “I Zone” – Hamilton Creek Residential Risk Zone

Bushfire Control Line

Horse Creek Recreation Reserve is the largest area of Council land within the management section. Two Bushfire Control Lines are located on the reserve. The first control line is located along the northern boundary of the reserve. The second line splits the reserve into two sections and provides protection to private property along the Highway. Maintaining this part of the bushfire control line in good condition is a high priority due to the limited access large areas of bushland between the control line and private property.

- Annual inspection of bushfire control line with QFES “I Zone” officer and DNRM staff to identify high risk areas and maintenance requirements.

- Support fuel reduction burns in accordance with QFES and DNRM annual burning plan or as instructed by “I Zone” Officer.
- Implement weed management operations along Council reserve sections in accordance with regular weed management schedule or as instructed by QFES “I Zone” officer.
- Ensure all access points on Council land are accessible and well maintained.
 - Cemetery Rd., East St. South, Horse Creek Ln.

7. Appendix 1 – Mt Archer and Mt Morgan “I Zone” Management Action and Mitigation Program

Table 1 - Bushfire Risk Mitigation and Maintenance Management Actions

	Management Action	ID Number
Council Land Regular Maintenance	Carry out regular maintenance mowing and slashing during wet season.	MA101
	Carry out regular maintenance trimming and removing debris from trees and gardens on Council land	MA102
	Carry out regular weed management program.	MA103
	Respond to customer service requests as required through Council customer service centre.	MA104
	Regular inspection of Council equipment and infrastructure in accordance with inspection schedule	MA105
Council Land Mitigation Maintenance	Arrange for inspection of Council land by “I Zone” Officer, Councils Disaster Management Officer and Parks Supervisor to identify as high bushfire risk areas.	MA201
	Carry out mitigation mowing and slashing upon direction of QFES.	MA202
	Carry out mitigation mowing and slashing twice during bushfire season from May to October.	MA203
	Carry out mitigation slashing if burns occurring within close proximity.	MA204
	Implement annual weed management program to reduce the potential fuel load generated by invasive grasses and woody weeds.	MA205
	Maintain 3-10 metre tree free buffer between Council land and residential private land by removing declared weeds, clearing trees and shrubs and slashing long grass.	MA206
	Remove and trim trees to maintain tree free buffer zones.	MA207
	Remove potential fire hazardous created by illegal dumping of rubbish and green waste.	MA208
	Carry out fuel reduction burn as advised by QFES “I Zone” Officer in accordance with QFES and QPWS annual fire hazard reduction plan	MA209
Private Land	Implement education and public awareness strategies targeting residents that are located within the Residential Risk Zone focusing on maintaining overgrown yards, dumping garden waste and bushfire safety and awareness education and training.	MA301
	Work with private landholders to gain access to private property to carry out hazard inspections and mitigation activities, such as clearing along property boundary.	MA302
	Implement enforcement options in accordance with local laws for instances of overgrown allotments and illegal dumping in Residential Risk Zone.	MA303
	Work with emergency response agencies and landholders to install bushfire emergency response infrastructure, such as wet lines and strategic fire hydrants in areas where clearing activities are not possible. (To be initiated during QFES fuel reduction burns)	MA304
Public Safety	Installation of Fire Danger Index Signs at high public use areas that include notice board advertising fuel reduction burns and mitigation activities.	MA401
	Promote registration to emergency social media and smart phone application alert systems.	MA402
	Support development and consultation of community response and evacuation plans.	MA403

Table 2 – Mount Archer “I Zone” Land use Management Action Plan

Management Section	Land Use	Priority Areas	Management Action
Norman Gardens	Vacant Land – Open Space and Parkland	Vacant Lots – Norman Road, Open Drainage Swale – Foulkes St, Parklands – John Edgar, Hillside, James Hargrave, James Larcombe, Anthony Loscher and Rose Swadling.	MA101, MA104, MA201, MA202
	Vacant Land - Bushland	Nagle Drive Reservoir, Tree Lined Creek and Drainage Swales	MA105, MA201, MA205, MA206
	Private Property	Residential Risk Zone and properties that are burdened with drainage easement (Fairfield Avenue, Riverwood Grove, Woodford way, Ferndale Place, Cobble Court and Limewood Close)	MA301, MA302, MA303, MA402
Moores Creek	Vacant Land – Open Space and Parkland	Vacant Lots, Parkland – Sunset Drive Parklands, Meyenberg Court, Juds Park, and Eichelberger Park.	MA101, MA104, MA201, MA202, MA401
	Vacant Land - Bushland	Rogar Avenue Reservoir, German and Guthrie Street Reserves, Old Rollo Drive Reserve.	MA105, MA201, MA205, MA206, MA401,
	Creeks and Waterways	Moores Creek	MA104, MA201, MA202, MA205
	Private Property	Residential Risk Zone and properties backing onto Moores Creek and bushland reserves - Reaney, Cheney, German Streets, Glenwood Close, Stoneybrook Ct.	MA301, MA302, MA303, MA304, MA402
Mount Archer	Vacant Land – Open Space and Parkland	Vacant Lots, Parkland – Fraser Park	MA101, MA104, MA201, MA202, MA401
	Vacant Land - Bushland	Pilbeam Drive Reservoir and Pump Stations, Fraser Park Walking Tracks, Pilbeam Drive Reserves	MA105, MA201, MA205, MA206, MA401
	Private Property	Residential Risk Zone – Mount Archer Community	MA301, MA302, MA303, MA402, MA403

Management Section	Land Use	Priority Areas	Management Action
Frenchville	Vacant Land - Bushland	Forbes Avenue and Thozet Road Reservoirs, Everingham Avenue and Holt Street Reserves	MA105, MA201, MA205, MA206
	Creeks and Drainage Swales	Frenchmans Creek	MA104, MA201, MA205
	Private Property	Residential Risk Zone and properties backing onto Frenchmans Creek (Frenchville Road, Blue Gum and Archerview Tce, Boyd, Moyle and Schmidt Streets)	MA301, MA302, MA303, MA402, MA403
Koongal	Vacant Land – Open Spaces and Parkland	Vacant Lots, Parkland – Enid O’Toole	MA101, MA104, MM201, MA202
	Vacant Land - Bushland	Holt Street Reserves, Ken Barker and Peltophorum St Parks.	MA105, MA201, MA205, MA206, MA401
	Creeks and Drainage Swales	Thozets Creek	MA104, MA201, MA205
	Private Property	Residential Risk Zone and properties backing onto Thozets Creek (Kirby, Gable, Dawbarn, Kime, Macarthur and Peltophorum Streets)	MA301, MA302, MA303, MA402, MA403
Lakes Creek	Vacant Land - Bushland	Vesty Street Reserve and Spurfoot Road Reserve	MA105, MA201, MA205, MA206
	Private Property	Residential Risk Zone and properties backing onto large areas of grassland (Mackay, Vestey, Dorly and Totteridge Streets)	MA301, MA302, MA303, MA402, MA403.

Table 3 – Mount Morgan “I Zone” Land use Management Action Plan

Management Section	Land Use	Priority Areas	Management Action
Leyden’s Hill	Vacant Land – Open Spaces and Parkland	Vacant Lots – Cole Avenue. Road Reserves – Creek Street, Razorback Road, Calliungal Burnett Highway, Cole Avenue.	MA101, MA201, MA202, MA207, MA401
	Vacant Land - Bushland	Burnett Hwy, Creek Street	MA104, MA201, MA205, MA206, MA209
	Creeks and Waterways	Dairy Creek	MA104, MA201, MA202, MA205
	Private Property	Localities – Leyden’s Hill, Moongan, Baree	MA301, MA302, M304, MA402, MA403
The Mine	Vacant Land – Open Spaces and Parkland	Railway Museum, Newman Oval, Boyd Park	MA101, MA102, MA103, MA104, MA105
	Vacant Land - Bushland	Reserve - Milligan St. Vacant Blocks - School Street, Grey Street.	MA104, MA201, MA202, MA206, MA207, MA208, MA209
	Creeks and Waterways	Dairy Creek, Dee River	MA104, MA201, MA202, MA205
	Private Property	Residential Risk Zone - Old Rifle Range Rd., Milligan Avenue, Rifle Range Rd., Grey St., Gordon Lane.	MA301, MA302, MA402, MA403
Big Dam	Vacant Land – Open Spaces and Parkland	Black St Reservoir, Big Dam Camping Reserve Road Reserve – Stover St, Roche St, William St, Hill St.	MA101, MA102, MA104, MA105, MA202, MA401, MA403
	Vacant Land - Bushland	Big Dam Camping & Water Reserve. Reserve Land backing onto property – William St., Lindale St., Lester St., Ganter St. and Possum St.	MA104, MA201, MA202, MA206, MA207, MA208, MA209
	Creeks and Waterways	Dee River – Byrnes Pde., Currin Rd., River Rd.	MA104, MA201, 202, MA205
	Private Property	Residential Risk Zone - William St., Lindale St., Lester St., Ganter St. and Possum St.	MA301, MA302, MA303, MA402, MA403
Mount Morgan West	Vacant Land – Open Spaces and Parkland	Mount Morgan Showgrounds, Mount Morgan Rubbish Dump. Reserve land – Racecourse Road, Gilmore St, School St. South. Road Reserve – Tipperary Rd., Usher St, Racecourse Rd.,	MA101, MA102, MA103, MA104, MA105, MA201, MA202, MA206, MA207, MA208, MA209.

Management Section	Land Use	Priority Areas	Management Action
		Showgrounds Rd.	
	Creeks and Waterways	Dee River – Usher St., Baldwin St., Tipperary Rd. Horse Creek – Showgrounds Rd.	MA104, MA201, MA202, MA205
	Private Property	Residential Risk Zone - Shamrock St., Crown St., Racecourse Rd., Showgrounds Rd., Dublin Ln., Hall St. Sth, West St.	MA301, MA302, MA304, MA402
Mount Morgan East	Vacant Land – Open Spaces and Parkland	Mount Morgan Cemetery, Mount Morgan Water Treatment Plant Road Reserve – River Rd., Norton St., Edward St.	MA101, MA102, MA103, MA104, MA105, MA201, MA202, MA208.
	Vacant Bushland	Vacant Land – McArthur , Edward and Cemetery Rd	MA104, MA201, MA202, MA206, MA207, MA208, MA209
	Creeks and Waterways	Dee River – River St, Piddichs Crossing.	MA104, MA201, MA202, MA205
	Private Property	Residential Risk Zone - High Street, River Street, Long Gully Edward St., Cunningham Ln.	MA301, MA302, MA303, MA402, MA403
Hamilton Creek	Vacant Land – Open Spaces and Parkland	Showgrounds Rd Quarry Road Reserve – Showgrounds Rd., Flemington Ln., Horse Ck Ln., Cooks Ln., Cooks Rd.	MA101, MA103, MA104, MA105, MA201, MA202, MA208.
	Vacant Bushland	Vacant Land – Horse Creek	MA104, MA201, MA202, MA206, MA207, MA208, MA209
	Creeks and Waterways	Hamilton Creek, Horse Creek	MA104, MA201, MA202, MA205
	Private Property	Residential Risk Zone - Callaghan Ln., Burnett Ln., Horse Creek Ln., Kelmar Rd., Cooks Rd.	MA301, MA302, MA303, MA402, MA403

Table 4 - Mount Archer "I Zone" Bushfire Mitigation Work Program

Management Area	Description	Resources Required	Date
Norman Road Sector	Nagel Drive Reservoir	Annual inspection	March - May
		Maintain buffer -Flail mower and slashing, follow up spraying.	May and Oct
	Woodford Way (end)	Annual Inspection	March - May
		Clear access - Flail mower and slashing, follow up spraying.	May and Oct
	Ridgedale Avenue Road Reserve	Annual inspection	March - May
		Clear Access – Slashing	May and Oct
	Drain - Africander Avenue -	Maintain over grown drain – small plant, follow up weed control.	May and Oct
Moores Creek Sector	Sunset Drv. and Moores Ck.	Annual inspection	March - May
		Maintain access and buffer to rear of properties – Flail Mower and slashing, follow up spraying.	May and Oct.
	Guthrie Street and Old Rollo Drive	Annual inspection	March - May
		QFES fuel reduction burn upon instruction	May - Oct
		Maintain buffer - Flail mower and slashing, follow up spraying.	May and Oct
	Wehmeier Avenue (end)	Maintain overgrown road reserve – Slashing and mowing.	May and Oct
	Rogar Avenue	Annual Inspection	March
		Roadside slashing – slashing, follow up spraying.	May and Oct
Mount Archer Section	Pilbeam Drive	Annual roadside inspection.	March-May
		Roadside slashing – slashing	May and Oct
Frenchville Sector	Frenchmans Ck. Woodland Drv.	Annual inspection	March - May
		Annual inspection	March - May
		Maintain access and buffer to rear of properties – Flail mower and slashing.	May and Oct
Koongal Sector	Holt St. Reserve	Annual inspection	March - May
		Maintain overgrown road reserve – Flail mower and slashing.	May and Oct
Lakes Creek Sector	Hind and Cooper Streets	Annual inspection – require access through private property	March - May

Management Area	Description	Resources Required	Date
		Maintain access and buffer to rear of properties – Slasher and weed control. Notify landholder.	May and Oct
		Maintain buffer along boundary of Council reserve.	May and Oct
	- Unconstructed road reserve off Dorly St. and Totteridge	Annual inspection	March - May
		Maintain overgrown road reserve – Slashing	May and October

Table 5 - Mount Morgan "I Zone" Bushfire Mitigation Work Program

Management Area	Description	Resources Required	Date
Leyden's Hill	Razorback Rd.	Annual inspection	March - May
		Maintain access to bushfire control line - Slashing, and follow up spraying.	May and Oct
	Porters Rd.	Annual inspection	March - May
		Roadside slashing and clear turn arounds - Flail mower and slashing, follow up spraying.	May and Oct
The Mine	Grey Street council land (2 blocks)	Annual inspection	March - May
		Mowing two council blocks	May and Oct
		Follow up with poison twice (45 day break as per Fire Mitigation Guidelines)	May and Oct
Mount Morgan East	River Street - From Chardon Street to River Road	Annual inspection	March - May
		Mowing alongside River street - WARNING - FIRE HYDRANTS	May and Oct
		Follow up with poison twice (45 day break as per Fire Mitigation Guidelines)	May and Oct
Mount Morgan West	Unconstructed road off School Street South - 1 x mower run only - for access	Annual inspection	March - May
		Contractor – Flail or Grade as required	Upon request
	Unconstructed road off Racecourse Road - 1 x mower run only - for access	Annual inspection	March - May
		Contractor – Flail or Grade as required	Upon request

8. Appendix 2 – Maintenance Action Plan for Land Owned and Managed by Council

The detail contained in the original/ approved version of the management plan is held internally to Council and is not for publication.

9. Appendix 3 – Bushfire Control Line – Privately Owned Land

The detail contained in the original/ approved version of the management plan is held internally to Council and is not for publication.

10. References

Rockhampton Regional Council, Local Disaster Management Plan, Rockhampton Regional Council, Rockhampton Queensland 2003

Rockhampton Regional Council, Draft Fire Risk Management Plan – Mount Morgan 2009 Fire Season. Rockhampton 2009

Rockhampton Regional Council, Rockhampton Region Bushfire Management Strategy, Firescape Science, Rockhampton 2014

Regional Ecosystem mapping data; Vegetation Management Supporting Map (20/07/2014); <http://www.ehp.qld.gov.au/ecosystems/biodiversity/regional-ecosystems/maps/index.php>

Berserker Wilderness Land Management Advisory Committee (2001) Berserker Wilderness Fire Strategy

Qld Parks and Wildlife Service, (2010) Fire Management System – Mount Archer National Park and State Forests

Mount Morgan Shire Council, Draft Mount Morgan Fire Risk Management Plan – 2009 Fire Season. Mount Morgan 2009

Queensland Herbarium, Regional Ecosystems Fire Management Guidelines. Brisbane 16/09/2014

Rockhampton Regional Council, Rockhampton Regional Council Fire Risk Mitigation Plan – Parks and Reserves. Rockhampton 2011

11.5 ROCKHAMPTON RECREATIONAL FISHING DEVELOPMENT STRATEGY

File No:	8026
Attachments:	1. Draft Rockhampton Recreational Fishing Development Strategy 2. Rockhampton Recreational Fishing Development Strategy Community Engagement Report
Authorising Officer:	Martin Crow - Acting General Manager Regional Services
Author:	Wade Clark - Community Engagement Officer

SUMMARY

The Rockhampton Recreational Fishing Development Strategy (the strategy) outlines a series of plans aimed at creating a recreational fishing tourism industry and enhanced local lifestyles. After a comprehensive community engagement process Officers recommend the strategy be adopted by Council with minor amendments.

OFFICER'S RECOMMENDATION

1. THAT Council adopts the Rockhampton Recreational Fishing Development Strategy;
2. THAT Council directs a draft implementation plan be finalised for the Rockhampton Recreational Fishing Development Strategy;
3. THAT Council approves the drafting of a boat ramp proposal for North Rockhampton by the Council to begin the Department of Transport and Main Roads project process; and
4. THAT Council works in cooperation with the Gladstone Ports Corporation to develop a boat ramp proposal for the Port Alma area with an aim of submitting a boat ramp proposal to begin the Department of Transport and Main Roads project process.

COMMENTARY

On 4 November 2015 the Infrastructure Committee recommended the development of a Draft Marine Infrastructure Plan and Strategy. This was endorsed by Council on 10 November 2015.

The Marine Infrastructure Plan and Strategy directed the creation of a holistic strategy covering marine infrastructure, marketing efforts, business development and improvements in marine ecology to assist the development of a recreational fishing tourism industry.

To meet the direction of Council, a comprehensive stakeholder and community engagement program was initiated to draft the document.

Stakeholder and Community Engagement

From November 2015 to July 2016 a collaborative drafting process was undertaken by Council Officers with assistance of major local stakeholders and the community, this entailed:

- One on one meetings with key stakeholder groups (CQU, Department of Transport and Main Roads (DTMR), Department of Environment and Heritage Protection, Darumbal Elder representatives, Fitzroy Basin Association (FBA), Great Barrier Reef Marine Park Authority (GBRMPA), Gladstone Ports Corporation (GPC) and InfoFish).
- A broader reference group meeting with identified local stakeholders and relevant State Government departments (CapTag, Central Queensland Boat Ramp Action Group, CQU, DTMR, Darumbal Elder representatives, FBA, Local fishers, GPC, GBRMPA, InfoFish and the Rockhampton Coast Guard) was held on 27 May 2016.

- Two community surveys to inform the development of the strategy (see attachment two: Rockhampton Recreational Fishing Development Strategy Community Engagement Report):
 - The Boating and Fishing Survey was conducted from 22 April 2016 to 20 May 2016, 485 responses to this survey, and
 - The Marine Infrastructure and Fishing Tourism Survey was conducted from 11 January 2016 to 8 February 2016, 410 responses to this survey.

The Draft Rockhampton Recreational Fishing Development Strategy was presented to Council on 9 June 2016 and approval was given by the Council for this document to undertake a community engagement process. The engagement process was conducted from 17 June 2016 to 15 July 2016 and consisted of:

- A submission process seeking comments from a broad range of community members on their views of the strategy.
- A public stall at the Northside Shopping Plaza.
- Notification of key stakeholder groups of the submission process requesting feedback.
- Notification of persons that had either completed the Boating and Fishing Survey and/or the Marine Infrastructure and Fishing Tourism Survey requesting feedback.

Main Messages were:

- 96% of respondents that made a submission on the Draft Rockhampton Recreational Fishing Development Strategy either supported the draft strategy or requested further items.
- Improving land based fishing infrastructure was one of the most important issues throughout the entire community engagement.
- New marine infrastructure should focus on North Rockhampton and Port Alma:
 - 85% of respondents indicated that the proposed North Rockhampton Boat Ramp facility is a preference for them.
 - 82% of respondents indicated that the proposed North Rockhampton land fishing areas is a preference for them.
 - 80% of respondents indicated that an extension of the existing Port Alma boat ramp facility is a preference for them.
 - 77% of respondents indicated that an extension of the Quay Street boat ramp parking is a preference for them.
 - 75% of respondents indicated a new Port Alma boat ramp facility is a preference for them.
- Mixed results for existing boat ramp facilities in the Rockhampton Region:
 - Reaney Street and Port Alma facilities did not rate highly with boaties / fishers. 8% rated Reaney Street Boat Ramp and 14% rated Port Alma as “Good” or “Very Good”.
 - Quay Street Boat Ramp facility rated better with boaties / fishers. 72% rated the Quay Street boat ramp as “Good” or “Very Good”. 52% rated the Parking at this facility at “Good” or “Very Good”.

From the submission process it was apparent only minor modifications were made to the draft strategy (see attachment one: Draft Rockhampton Recreational Fishing Development Strategy) and these consisted of inclusion of the upgrading of the Rockhampton Jetty, inclusion of a fishing platform / area for River Road Midgee and noting that the Ski Gardens is undergoing an upgrade to its boat ramp (funded by the State Government).

Drafting of an Implementation Plan

In total, the strategy has 34 projects within five plans: a marine infrastructure plan, a business development & support plan, a marketing & promotions plan, a fisheries management plan and a freshwater & estuary ecology plan.

Whilst these projects have a priority rating within the strategy a more detailed implementation plan is required to identify lead agencies, support agencies, funding opportunities, risks, challenges and timeframes.

To assist with the drafting process of an implementation plan, three taskforce groups were brought together to work on the details, these included; a marine infrastructure taskforce group, a business development & tourism taskforce group and a fishery and catchment management taskforce group.

These taskforce groups have initiated discussions and it is recommended that Council directs a draft implementation plan be finalised for the Rockhampton Recreational Fishing Development Strategy.

This will assist with role clarity, allocation of resources, establishing timeframes and potential funding applications.

Boating infrastructure (boat ramp) project proposals

The Queensland Government has committed to a \$30 million two year extension of the Marine Infrastructure Fund commencing from July 2016. This will provide for additional boat ramp facilities and upgrade existing facilities across the State.

To be considered for funding DTMR requires that either Council or a Port Authority (such as GPC) completes a project proposal to initiate the process of feasibility, design, costings and assessment.

Under these arrangements DTMR fund the in-water components of a boat ramp facility (such as the ramp and the pontoon) and local governments or port authorities fund the land-based components (such as car parks, toilets and road works). In most cases local governments or port authorities then manage the whole facility when completed.

Agreement on any new facility must be by both parties before proceeding to construction.

From the community engagement findings and recent discussions with DTMR and GPC it is advised that the Council supports the submission of:

- A new North Rockhampton Boat Ramp Facility (to begin the DTMR project process)

It is also advised that Council:

- Works in cooperation with GPC to develop a boat ramp proposal for the Port Alma area with an aim of submitting a boat ramp proposal to begin the DTMR project process.

BACKGROUND

The Queensland State Government last year declared Net Free Zones (NFZ) in three locations across the State. The NFZ is a ban on the use of gill netting of fish in these areas.

The Fitzroy River and a significant proportion of Keppel Bay is one of three NFZs with the others being recently regulated in Mackay and Cairns.

This provides the Rockhampton Region with a unique opportunity to create a new tourism destination product for Central Queensland through recreational fishing tourism.

To take advantage of this opportunity, Council Officers have developed a comprehensive strategy addressing infrastructure, marketing, business development, fisheries management and the ecology/environment.

In terms of marine infrastructure the Rockhampton Region has had no upgrades since the construction of the South Rockhampton (Quay Street) Boat Ramp in 2009/10, however we have a significant demand and supply issue when it comes to boat registrations and boat lane availability.

As at October 2015 the Rockhampton Regional local government area (LGA) had 5,189 registered vessels with approximately 4,825 of these vessels being trailer loaded.

Currently the Rockhampton Region has access to nine salt water designated boat lanes on the Fitzroy River and Port Alma with an estimated 100 car parks (formed and unformed).

Based on average demand (14% of the trailer fleet), the Rockhampton Region currently requires 17 boat lanes and approximately 380 car parks to meet local demand.

PREVIOUS DECISIONS

4 NOVEMBER 2015 INFRASTRUCTURE COMMITTEE RECOMMENDATION

That the Committee recommends Council proceed with the preparation of a Marine Infrastructure and Development Plan / Strategy.

Moved by: Councillor Fisher

Seconded by: Councillor Smith

MOTION CARRIED

9 JUNE 2016 COUNCIL RESOLUTION

THAT a community engagement process be undertaken for the Draft Rockhampton Region Recreational Fishing Development Strategy document.

Moved by: Councillor Williams

Seconded by: Councillor Fisher

MOTION CARRIED UNANIMOUSLY

BUDGET IMPLICATIONS

The current endorsement of the Rockhampton Recreational Fishing Development Strategy will not have any initial significant budget implications however funding will be sought from Council for the 2017/18 to 2019/20 period.

To implement Council related projects a designated implementation program will be created.

The implementation program will look at ways various strategic partners, grants and alternate funding methods could assist the implementation of the strategy.

For the boating infrastructure project proposals outlined in this report, Council would be required to fund and/or potentially seek grant funding for on-land facilities for the new North Rockhampton boat ramp facility.

Note that for the new Port Alma boat facility proposal it is expected that a significant proportion of its on-land funding would come from GPC and the State Government.

STAFFING IMPLICATIONS

Internal resources are required for the design of proposed on-land boating infrastructure facilities such as car parks, toilets etc. Note that for the proposed new Port Alma boat facility GPC is taking carriage of this design.

Also internal resources that worked on the project thus far will be requested to allocate some limited time, either facilitating a quarterly taskforce group or attending further taskforce meetings.

CORPORATE/OPERATIONAL PLAN

Economy – Strategic Planning – Manage the strategic planning functions of Council

Promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity.

Economy – Economic Development – Provide strategic development on regional matters

Collaborate with government agencies to identify and foster the development of new industries in the Region.

Living, Learning & Leisure – Parks & Open Space – Provide and maintain an open space parks network and recreation facilities

- *Plan for appropriate open space within the Region.*
- *Provide developmental programs for sporting and recreational groups.*

CONCLUSION

The Rockhampton Regional Council has an opportunity to further diversify the Region's economy through the development of a recreational fishing tourism industry.

The iconic Barramundi and King Threadfin are the two major estuary sports fish in Australia and the Fitzroy River has both. Rockhampton is the only place in Australia where there is an airport, nearby accommodation of all standards, city attractions and where these two sports fish can be reliably targeted.

Council Officers advise that the community wants to cast the lure to catch a larger recreational fishing tourism industry whilst improving local land based fishing infrastructure for all of the community to enjoy.

ROCKHAMPTON RECREATIONAL FISHING DEVELOPMENT STRATEGY

Draft Rockhampton Recreational Fishing Development Strategy

Meeting Date: 13 September 2016

Attachment No: 1



DRAFT FOR PUBLIC CONSULTATION

contents

Priority Actions	3
Welcome to Country	4
Rationale for a recreational fishing strategy	6
Community Engagement	8
Infrastructure Requirements Map	10
Recreational Fishing Strategy Focus Areas	12
- Marine infrastructure Plan	14
- Business development and support Plan	20
- Marketing and promotions Plan	22
- Fisheries management Plan	24
- Freshwater and Estuary Ecology Plan	28
Moving forward	30
Acknowledgements	32

priority actions

Infrastructure

- Build a new North Rockhampton Boat Ramp Facility in the centre of the City
- Extend the Littler Cum-Ingham Park Boat Ramp car parking
- Build a new boat ramp facility in the Port Alma area
- Create designated land based fishing opportunities across the Region

Business Development

- Support fishing related businesses to establish themselves within the Region
- Bring together businesses to create recreational fishing packages

Marketing

- Development of a Strategic Marketing Plan
- Create an interactive website and social media presence

Fisheries Management

- Implement a voluntary Fishing Code of Conduct to protect Barramundi and Threadfin
- Undertake a greater education and compliance effort to ensure a regulated fishery

Ecology

- Monitor the health of fish stocks and their environment
- Implement Indigenous Land and Sea Rangers to assist with compliance & environment programs



welcome to dharumbal country *mayimbugu dharumbal nunthi*

Mayor's Message

The Rockhampton Region is more than just the Beef Capital of Australia, we are also the traditional home of Barramundi and King Threadfin.

Since the time of the dreaming, the Dharumbal people have called the fish with the large scales the "Bardda Moon Di", our home is where the name Barramundi was derived. This fish has a significant cultural connection to the Dharumbal people and it is easy to see why; it is magnificent, it is tenacious and it never gives up without a fight.

The Fitzroy River is the only place in Australia where recreational fishing can combine with a mighty river in proximity to city amenities, offering a fishing experience with these two iconic species.

To take the next step and be known as the "Home of the Barramundi and Threadfin" the Region needs to have a long term holistic strategy that commits to marine infrastructure building, business development, innovative marketing, sustainable fisheries management and caring for the habitats that our fish call home.

Mayor of Rockhampton
Cr Margaret Strelow

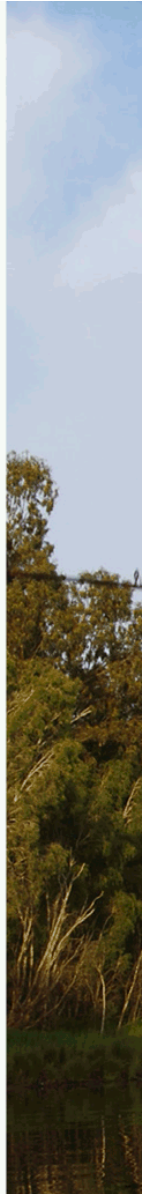
Chair of Infrastructure

The Rockhampton Region has a significant economic opportunity through recreational fishing tourism however the product must meet the expectation of the customer and as the Chair of Infrastructure I understand that our current marine infrastructure does not meet the requirements of fishers.

Landbased fishing opportunities along the Fitzroy River, new boat ramp facilities in North Rockhampton and Port Alma, coupled with car park extensions need to be undertaken so that we can take the step and be the "Home of Barramundi and Threadfin".

To build the marine infrastructure the region requires Council and the State Government to work together to make this a reality.

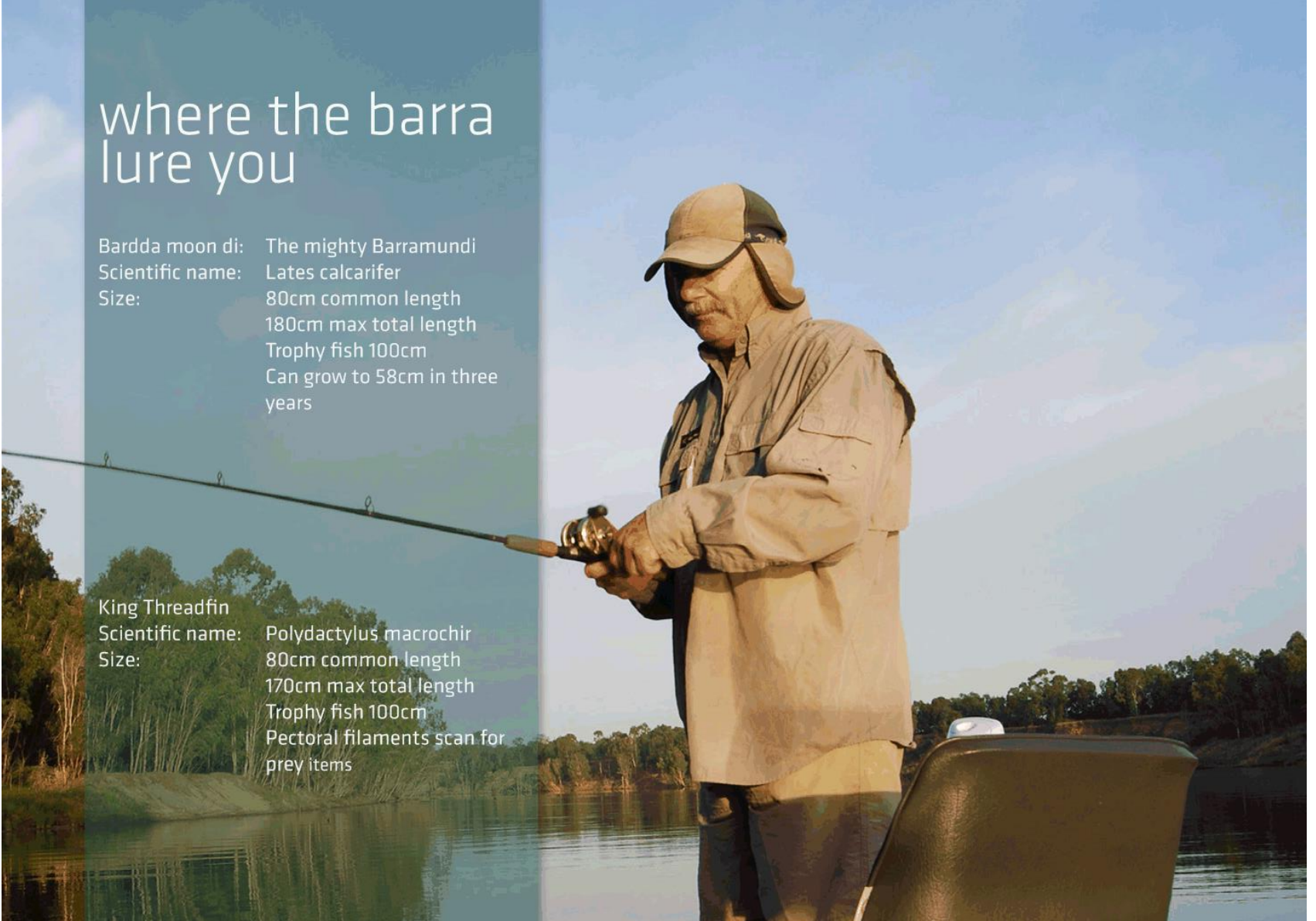
Chair of Infrastructure
Cr Tony Williams



where the barra lure you

Bardda moon di: The mighty Barramundi
Scientific name: *Lates calcarifer*
Size: 80cm common length
180cm max total length
Trophy fish 100cm
Can grow to 58cm in three years

King Threadfin
Scientific name: *Polydactylus macrochir*
Size: 80cm common length
170cm max total length
Trophy fish 100cm
Pectoral filaments scan for prey items



rationale for a recreational fishing strategy

The declaration of a Net Free Zone (NFZ) over the lower Fitzroy and Keppel Bay has provided a unique and perhaps once in a generation opportunity to create a new tourism destination product for Central Queensland. Properly developed and managed it can also provide improved lifestyles for local recreational fishers and the community generally.

In 2013 a State-wide Recreational Fishing Survey reported there were 22,000 fishers in the broader region. Elsewhere government agencies report there are 639,000 fishers in Queensland, with 350,000 living in SE Qld. Add to these the 773,000 living in NSW reportedly spending \$1.625bn annually and the opportunity is clear. Rockhampton is only a day's drive from South East Qld and Northern NSW. It is the first truly tropical system heading north hosting iconic sports fish such as the Barramundi and King Threadfin in reliable numbers.

Anglers are regularly travelling much greater distances to Cape York, NT and even the Kimberley to target trophy size fish. While the remote experience may be unique, we can offer the fishing in comfort and within a day's drive or an hour's flight from home. Soon there will be more and bigger fish in the system as a result of the Net Free Zone (NFZ). The business opportunities in accommodating, guiding, feeding, servicing and entertaining these visitors don't stretch the imagination too much.

Internationally adventure tourism is a rapidly growing sector as people confined to large cities seek out more natural, environmentally sustainable and authentic experiences. There are 40 million fishers in the USA, 25 million in Europe and a significant growing audience throughout Asia all sharing diminishing resources. The number of international tourists coming to Australia is growing rapidly. Of the 3 million that came in 2015 the highest rated destinations were the Great Barrier Reef and beaches. It isn't hard to join the opportunity dots among these numbers.

Need we go on.

The possibilities don't end there.

Lets get on with it!!



community engagement

Online, hard copy and face to face surveys were completed between 11 January 2016 and 8 February 2016. In total, 410 responses were received and this provides the survey a 95% confidence level +/-4.8% based on a local 22,000 fishing population.

Main messages from participants

- 83% of respondents want to see improvements to marine infrastructure.
- Most boating respondents requested improvements to existing boat ramps.
- Improving land based fishing opportunities is the single most important aspect for local fishers due to current high height of structures / inaccessibility to riverbanks.
- Additional boats ramps requested at North Rockhampton side (Callaghan Park) and then at Port Alma.
- Business development opportunities mentioned by respondents include fishing charters, boat hire, tour guides, targeted accommodation and bait & tackle shops.
- Other ideas included: fishing lodges, eco tours, seafood restaurants, houseboats, BBQ boats, bait farming, additional caravan parks, food & drink vendors and charter|catch|cook operations.
- Social media, TV shows and more fishing tournaments were identified as key aspects to marketing our fishery by respondents.
- Lowering sports fish bag limits, improving compliance, adjusting sports fish size limits were the three main methods fishers indicated to ensuring a sustainable fishery.
- The three main methods fishers believed would improve the local catchment environment included cleaning up the Riverbank/River, keeping pollutants out of the river and increasing policing.

case study

International Adventure Fishing Tourism

There are increasing numbers of international tourists seeking natural experiences rather than the traditional resort or bright lights experience.

In the year ending June 2015, nearly 3 million international tourists came to Australia, a 5% increase on 2014. They were surveyed to reveal their favourite experiences. The highest rated attractions were the Great Barrier Reef, the beaches and wildlife.

As an indication of the potential for sport fishing tourism, in 2013, there were reportedly 40 million anglers in the USA and 25 million in Europe.

The adventure tourism industry is growing strongly in both places. Sport fishing tourism meets the criteria to be described as adventure tourism.

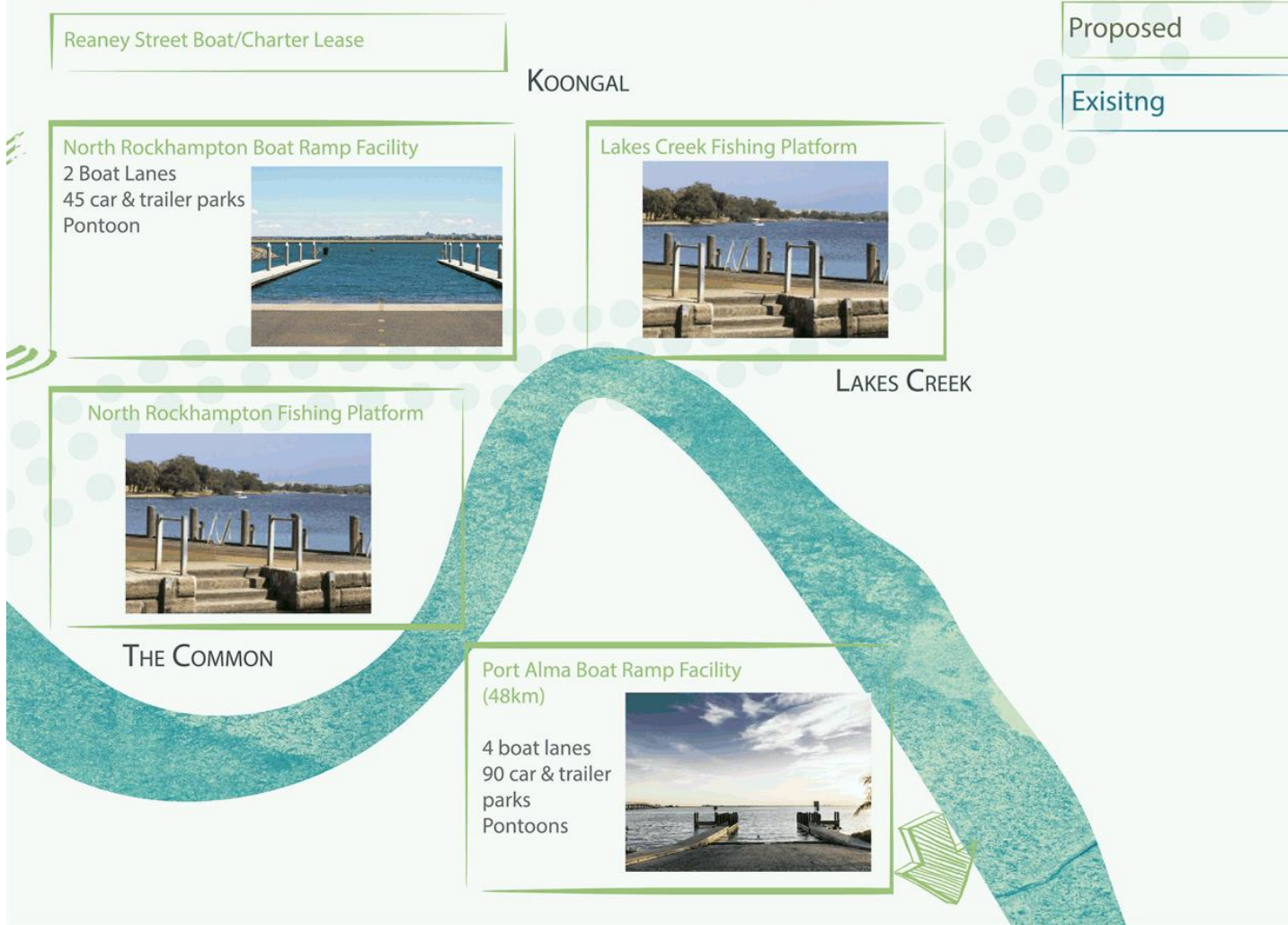
UK Salmon and Trout Association have calculated that to catch one salmon on the River Spey an adventure tourist pays 500 pounds. That same fish is worth 20 pound at the fish monger. Fishing on this one river generates 11.8 million pound per annum and supports 367 full time local jobs. There is similar analysis available for the relative worth of the recreational fishery for many other locations.

While the experience of catching a large barramundi is different, if well managed it can be just as memorable and more reliable.





infrastructure requirements



1. Marine infrastructure plan

There is already a shortfall in the standard and capacity of infrastructure to service the existing trailer boat fleet in the region. Increased local participation and sports fishing tourism visitation numbers will exacerbate this and ultimately threaten the economic and lifestyle benefits now possible. This plan identifies new infrastructure or augmentations of existing structures required in response to the current and forecast increased demand.

2. Business development and support plan

Local businesses will need to be made aware of the opportunity before them. They must be informed, encouraged and supported to develop in a way that takes maximum advantage. The on land experience must match the quality of fishing. All standards of accommodation, small boat sales and servicing, fast food and dining and importantly new fishing tour operations will be required. With extended stays there will also be a flow on economic benefit to many other sectors.

Government regulation and red tape needs to be managed to ensure development is not impeded unnecessarily.

3. Marketing and promotions plan

Local participation will increase organically through word of mouth and social media. Social media will also generate some additional visitation interest. However to fully realise the potential benefits of the Net Free Zone (NFZ) a comprehensive and well-timed marketing and promotions strategy will be required. Part of this will be to develop new events or augment existing ones to celebrate and showcase this exciting experience. It will ultimately have international appeal in the growing adventure tourism market. In particular as population pressures and poor fisheries management elsewhere depletes their wild fish stocks.

4. Fisheries management plan

It will be critically important that this new opportunity is not squandered due to poor management of fishers. All levels of government and the community have a major role in protecting the fishery. From catchment health to the community respecting the extraordinary asset they now have will require targeted efforts.

To manage and protect the brand established to market this experience it will be necessary to monitor and forecast sport fishing outcomes by season. This will allow marketing strategies to respond to the natural ebb and flow of fish stocks.

5. Freshwater and Estuary Ecology Plan

Ensuring a healthy freshwater and estuary environment is the responsibility of all levels of Government, the community and potential fishing related businesses. Having a healthy freshwater and estuary system is necessary to assist a healthy fishery. Upstream catchment health will need to be prioritised.



marine infrastructure plan

Creating an infrastructure plan to meet local demand and support economic development requires;

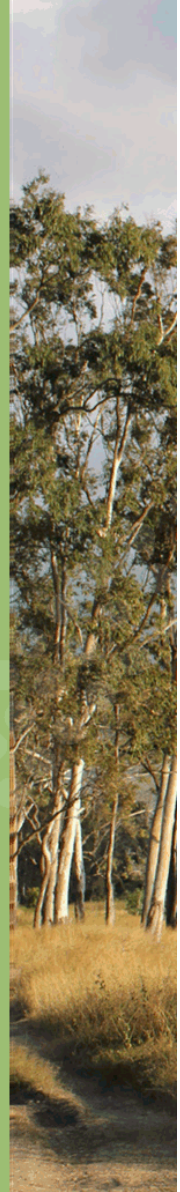
1. Maintaining appropriate and timely levels of investment.
2. Maintaining and managing exposure of the Fitzroy River ecology.
3. Ensuring the fishing experience meets expectations.
4. Testing the carrying capacity of the Fitzroy delta.
5. Infrastructure funding to support 270 trailer loaded vessels for the Fitzroy delta and 90 trailer loaded vessels for the far southern areas of Keppel Bay.

As the quality of the fishery in the river and delta grows it is reasonable to assume that the local catchment for small boat access (<5m) should include the Rockhampton Regional Council, Livingstone Shire Council and to a lesser extent Central Highlands Regional Council. Many of the boats registered on the Central Highlands are either stored for use locally or regularly trailed to the coast for use.

There are 8,054 boats < 5m registered in these areas as at 31 October, 2015. Of these 4,116 are in Rockhampton, 3,112 in Livingstone and 1,652 in the Central Highlands. The Rockhampton Region cannot as it stands support these types of fleets due to limited infrastructure. Promote the region as a fishing tourism destination requires demand driver infrastructure investment.

STAKEHOLDERS

- DEPARTMENT OF TRANSPORT & MAIN ROADS
- GLADSTONE PORTS CORPORATION
- ROCKHAMPTON REGIONAL COUNCIL
- BOATING & FISHING COMMUNITY



What do we have and what do we need?

Rockhampton Region is currently restrained with only nine saltwater designated boat lanes including the Nerimbera facility. Access between the saltwater and freshwater sides of the Fitzroy River is hindered by the barrage. It estimated 60 car and trailer parks are available across all boat ramp areas.

As of October 2015 the Rockhampton Regional Council area had 5,189 registered vessels with approximately 4,825 of these vessels trailer loaded. Forecasts for registered vessels are in the range 2% to 4% per year until 2030.

Based on average demand (14% of the trailer fleet), the Rockhampton Region requires 17 boat lanes and approximately 380 car parks.

In terms of land based fishing the Rockhampton Region has a number of static jetties and various makeshift fishing locations along the river. Functional land based fishing opportunities are required at accessible locations across the Region.



future water based infrastructure such as boat ramps

This strategy is focused on realising the economic benefit to be gained from the introduction of the NFZ and to improve local amenity. The standard of infrastructure must therefore be in keeping with the expectations of locals and visiting fishers.

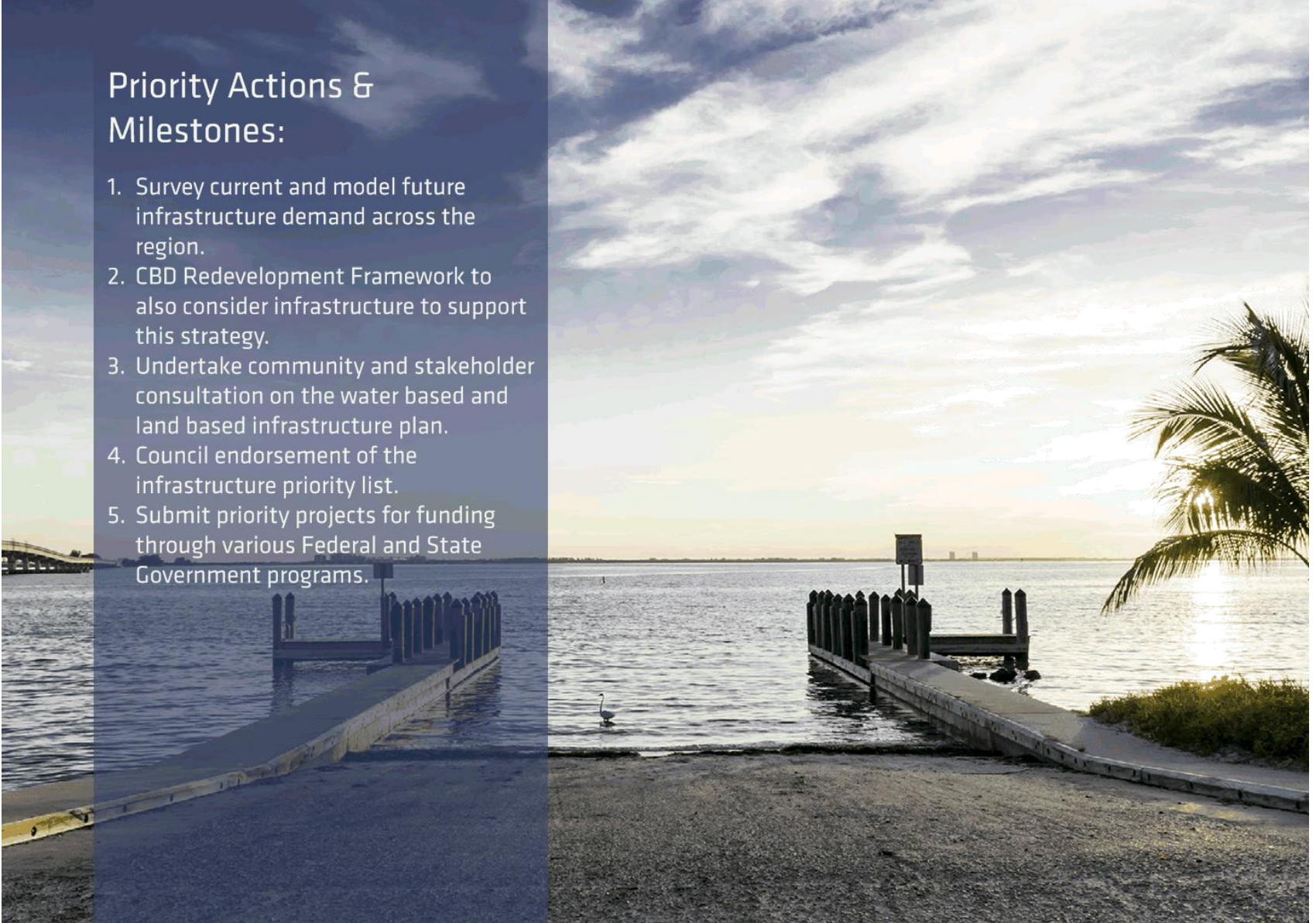
The following projects are identified for further consultation with the community and as a basis for infrastructure planning by governments.

KEY PROJECTS	NEEDS	SOLUTION	PRIORITY
New North Rockhampton Boat Ramp Facility	<ul style="list-style-type: none"> A modern boat launching facility within the City limits for residents and tourists. To alleviate the under supply of boat lanes for the local community, particularly on the northern side of the river. 	<ul style="list-style-type: none"> Provision of a new two lane boat ramp in the centre of the City with a pontoon system and a 45 car and trailer unit car park. Provision of toilets, drinking water, fish cleaning area. 	Very High
Littler Cum-Ingham Car and Trailer Parking Extension	<ul style="list-style-type: none"> Additional trailer parking to optimise the Littler Cum-Ingham Boat Ramp facility at Quay St. 	<ul style="list-style-type: none"> Plan to increase the parking at this facility to 45 car and trailer parks. 	Very High
New Port Alma Boat Ramp	<ul style="list-style-type: none"> A modern boat launching facility at Port Alma for residents and tourists. Better amenities at the Port Alma facility. 	<ul style="list-style-type: none"> New two lane boat ramp and pontoon located appropriately at Port Alma. Provision of toilets, drinking water and fish cleaning area. 	Very High
Improve facilities at the Larcombe Street Boat Ramp	<ul style="list-style-type: none"> Improved boat ramp, parking and associated facilities upstream of the barrage. 	<ul style="list-style-type: none"> Provision of a formalised 30 car and trailer unit car park. Investigate options for a pontoon / landing area. Widen the boat ramp lanes to allow for the launching / retrieval of two boats at a time. Currently only boat launch is possible. Provision of toilets, drinking water and lighting. 	Low
Ski Gardens Boat Ramp	<ul style="list-style-type: none"> Improved boat ramp, parking and associated facilities upstream of the barrage. 	<ul style="list-style-type: none"> Provision of a new two lane boat ramp on the freshwater side of the barrage with a pontoon system and approx 25-30 car and trailer unit car park. 	Medium
Fitzroy River Navigation Markers	<ul style="list-style-type: none"> To direct vessel traffic along a safe route within the river. 	<ul style="list-style-type: none"> Provide Navigational markers along the river's main channel. 	Medium



Priority Actions & Milestones:

1. Survey current and model future infrastructure demand across the region.
2. CBD Redevelopment Framework to also consider infrastructure to support this strategy.
3. Undertake community and stakeholder consultation on the water based and land based infrastructure plan.
4. Council endorsement of the infrastructure priority list.
5. Submit priority projects for funding through various Federal and State Government programs.



land based infrastructure such as fishing platforms

Fishing platforms and land based fishing areas are as important as boat ramps for locals and visitors. Many younger residents are unable to afford access to water based opportunities and therefore land based fishing is how they first learn how to fish.

There should be a variety of locations throughout the Region to provide opportunities for locals to stroll down and throw a line in the water. The provision of functional platforms on the outer reaches will create a sense of adventure, but must always remain safe for family use. The following projects are identified for further investigation, community consultation and detailed planning.

KEY PROJECTS	NEEDS	SOLUTION	PRIORITY
North Rockhampton Fishing Platforms	<ul style="list-style-type: none"> Provision of multiple land based fishing opportunities close to the centre of the City. Provision of drinking water, fish cleaning area etc... 	<ul style="list-style-type: none"> Provide three additional designated fishing platforms in North Rockhampton. Sites for investigation: <ul style="list-style-type: none"> Queens Park Lakes Creek The Common (Close to the Cyril-Connell-Fields) 	Very High
South Rockhampton Fishing Platforms	<ul style="list-style-type: none"> Provision of multiple land based fishing opportunities close to the centre of the City. Provision of drinking water, fish cleaning area etc... 	<ul style="list-style-type: none"> Provide four additional designated fishing platforms in South Rockhampton. Sites for investigation: <ul style="list-style-type: none"> Little Cum-Ingham Park Under the Neville Hewitt Bridge Wharf Street (Depot Hill) Gavial Creek 	Very High
Outer Reaches Fishing Platforms	<ul style="list-style-type: none"> Provision of land based fishing opportunities outside of the City, 	<ul style="list-style-type: none"> Provide four additional designated fishing platforms in areas outside Rockhampton City. Sites for investigation: <ul style="list-style-type: none"> River Road (Midgee) Six Mile Reserve Mount Morgan Dam No.7 Woolwash 	High
Rockhampton City Jetty Upgrade	<ul style="list-style-type: none"> Provision of a jetty that allows easy access to the river. 	<ul style="list-style-type: none"> Provide a floating jetty with a setback walkway landing that can adjust itself with the movements of the tides. 	High





business development and support plan

Many areas will need to undertake a structured approach to recreational fishing opportunities. Realising the full benefits from these opportunities will require hospitality and service businesses to adapt and some new business start-ups.

The following projects are identified for further investigation, community consultation and planning.

key projects

STAKEHOLDERS

- BUSINESS COMMUNITY
- CAPRICORN ENTERPRISE
- DEPARTMENT OF TOURISM, MAJOR EVENTS, SMALL BUSINESS AND THE COMMONWEALTH GAMES
- DHARUMBAL PEOPLE
- ROCKHAMPTON REGIONAL COUNCIL

KEY PROJECTS	NEEDS	SOLUTION	PRIORITY
Fishing Tourism Industry Partnership Program (FTIPP)	<ul style="list-style-type: none"> • Strong collaboration and support for business start-ups and adaptation. 	<ul style="list-style-type: none"> • Facilitation of FTIPP including linkages with government agencies and tourism bodies. 	Very High
Business planning	<ul style="list-style-type: none"> • Sound business planning and management • Tourism skills development. 	<ul style="list-style-type: none"> • Encourage 'Economic Gardening' for small business operators. • Council's Regional Business Development Officer to provide service support. 	Very High
Market Research	<ul style="list-style-type: none"> • Adequate research required into behaviours and drivers of target markets. 	<ul style="list-style-type: none"> • Undertake market research on fishing tourism. 	High
Business Development	<ul style="list-style-type: none"> • Provide ongoing training, skills development and support to assist developing businesses. 	<ul style="list-style-type: none"> • Form a Reference Committee sub group of business and interest group representatives. 	Very High
Economic modelling	<ul style="list-style-type: none"> • Major infrastructure business planning guided by economic modelling. 	<ul style="list-style-type: none"> • Commission CQUniversity to develop a business model that informs small business and infrastructure decisions. 	High
Tourism Development	<ul style="list-style-type: none"> • Tourism product development to support integrated and packaged marketing activity. 	<ul style="list-style-type: none"> • Develop seamless packaged tourism experiences that appeal to identified target markets. 	High

Priority Actions & Milestones:

1. Support the establishment of fishing guide businesses.
2. Begin discussions between the Council and the State Government about a dedicated charter and boat hire and charter boat centre (Reaney Street Boat Ramp and surrounds have been identified as a possibility).
3. Identify and bring together businesses that may be interested in forming the Fishing Tourism Industry Partnership Program.
4. Establish the Fishing Tourism Industry Partnership Program.
5. Identify barriers to viable fishing tourism operators.



marketing and promotions plan

This Region has all the ingredients to become one of Australia's most important adventure tourism destinations for domestic and international markets.

There is no other area in Australia that is able to legitimately claim the name of Barramundi. Added to this credibility is the ease of access to the river, proximity between accommodation, airport and roads to fishing spots and at a number of price points. This positions the Region with the potential for significant tourism growth.

An international tourist could land at the Rockhampton Airport, check in at a local hotel and then meet a fishing charter and potentially have their first catch within an hour of landing on the tarmac. Not too many places can offer that. There is an opportunity to promote the area to the 350,000 fishers in the South East corner and to the 773,000 in New South Wales. This can ultimately extend to the 40 million fishers in the USA, 25 million in Europe and a growing Asian middle class.

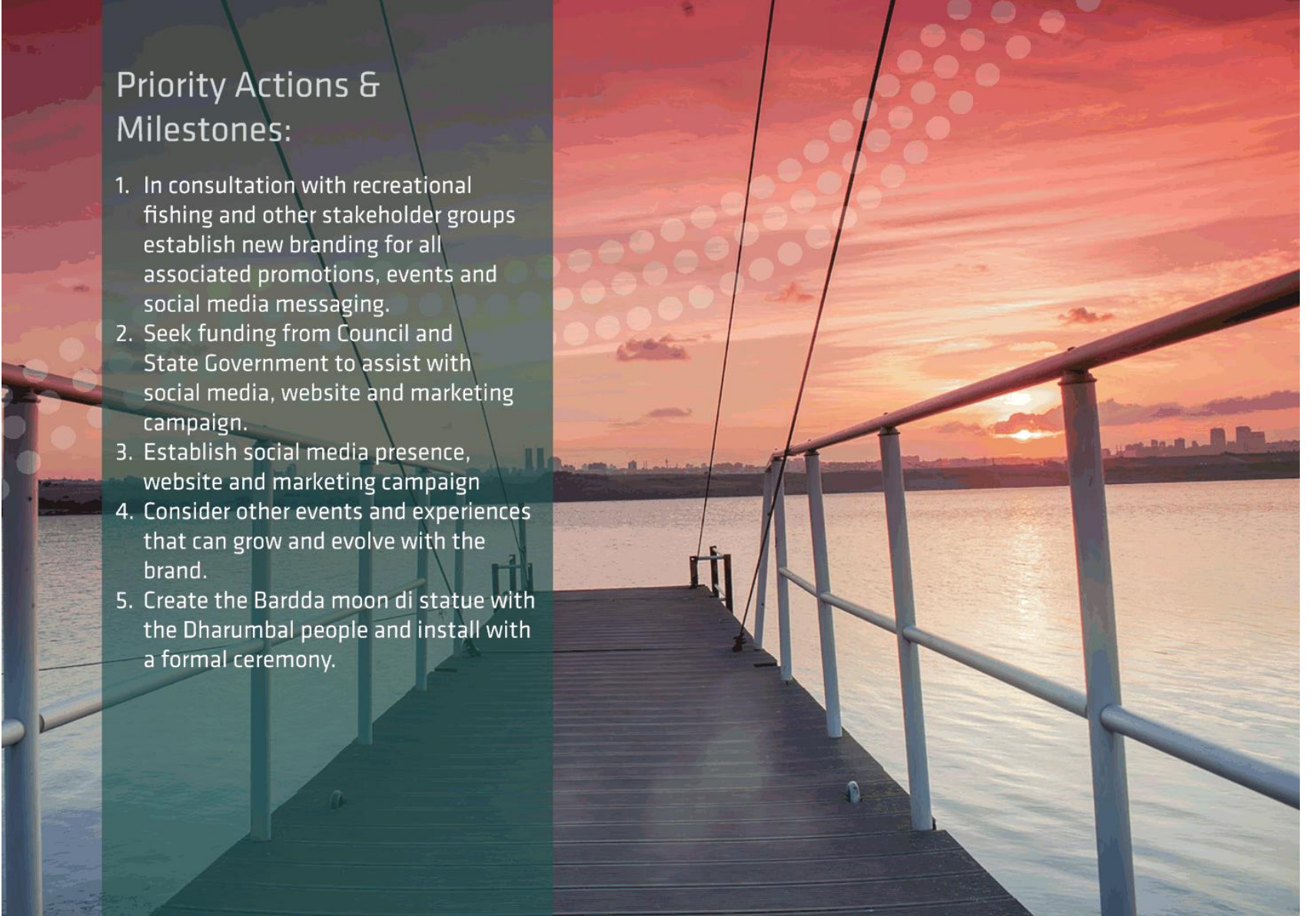
STAKEHOLDERS

- DEPARTMENT OF TOURISM
- ROCKHAMPTON REGIONAL COUNCIL
- TOURISM EVENTS QUEENSLAND
- CAPRICORN ENTERPRISE
- THE DHARUMBAL PEOPLE

KEY PROJECTS	ACTIONS	PRIORITY
Strategic Marketing Plan	<ul style="list-style-type: none"> • Strategic marketing plan workshop identifying key target markets for fishing tourism and points of difference • Stakeholder agreement on brand story • Key branded messages timed to coincide with product development 	Very High
Preliminary digital campaign	<ul style="list-style-type: none"> • An interim social media campaign based on target markets • Presence on existing fishing digital platforms • Integration with existing marketing platforms including 'OSCAR' 	Very High
Rockhampton Region Barramundi website	<ul style="list-style-type: none"> • A tailored website that is readily accessible • Social media feeds to appeal to fishers 	Very High
Rockhampton Region Barramundi / Threadfin marketing campaign	<ul style="list-style-type: none"> • Prepare for a significant marketing campaign in 2017 tailored to markets according to product development • Future marketing (2018 onwards) effort based on fish stocks • A marketing plan that positions Rockhampton as the key fishing tourism destination in Queensland for Barramundi and Threadfin • To continually provide information, images and stories of fishing in the Rockhampton Region • Create the Bardda moon di statue with the Dharumbal people 	High
Fitzroy River Fishing Tournaments	<ul style="list-style-type: none"> • Leverage off the success of the "Barra Bounty" and the "Women That Fish" and create additional ecologically responsible fishing tournaments. • Identify new fishing tournaments for the Fitzroy River • Promote a sustainability approach for any new competitions proposed for the river. • Extend the Barra Bounty to provide opportunities for a broader section of the fishing community to participate 	High

Priority Actions & Milestones:

1. In consultation with recreational fishing and other stakeholder groups establish new branding for all associated promotions, events and social media messaging.
2. Seek funding from Council and State Government to assist with social media, website and marketing campaign.
3. Establish social media presence, website and marketing campaign
4. Consider other events and experiences that can grow and evolve with the brand.
5. Create the Bardda moon di statue with the Dharumbal people and install with a formal ceremony.



fisheries management plan

We need to be proactive in monitoring and maintaining the local fishery so that generations to come can enjoy this natural resource.

Council is proposing that independent monitoring currently completed by the locally accredited organisation InfoFish continues and is further developed. Marketing and promotions can be adapted in response to forecast changes.

There is a risk that some recreational fishers may take advantage of the change to illegally poach the increased stocks. The net result may be a re-allocation of a significant portion of the commercial catch to the black market. Public awareness and increased policing will be necessary to prevent this, particularly in the early years.

A voluntary Code of Practice should be developed and heavily promoted with the local community.

Fisheries management in the NFZ should shift to focus on a year round adventure and eco-friendly tourism experience. This will also be necessary to sustain viable charter, guide and service businesses. Reduced bag limits and greater access across the year needs to be considered.

Care for the whole Fitzroy River catchment and major coastal catchments must be a priority for all levels of government. In particular upstream industry must be properly monitored and releases controlled to minimise impacts.

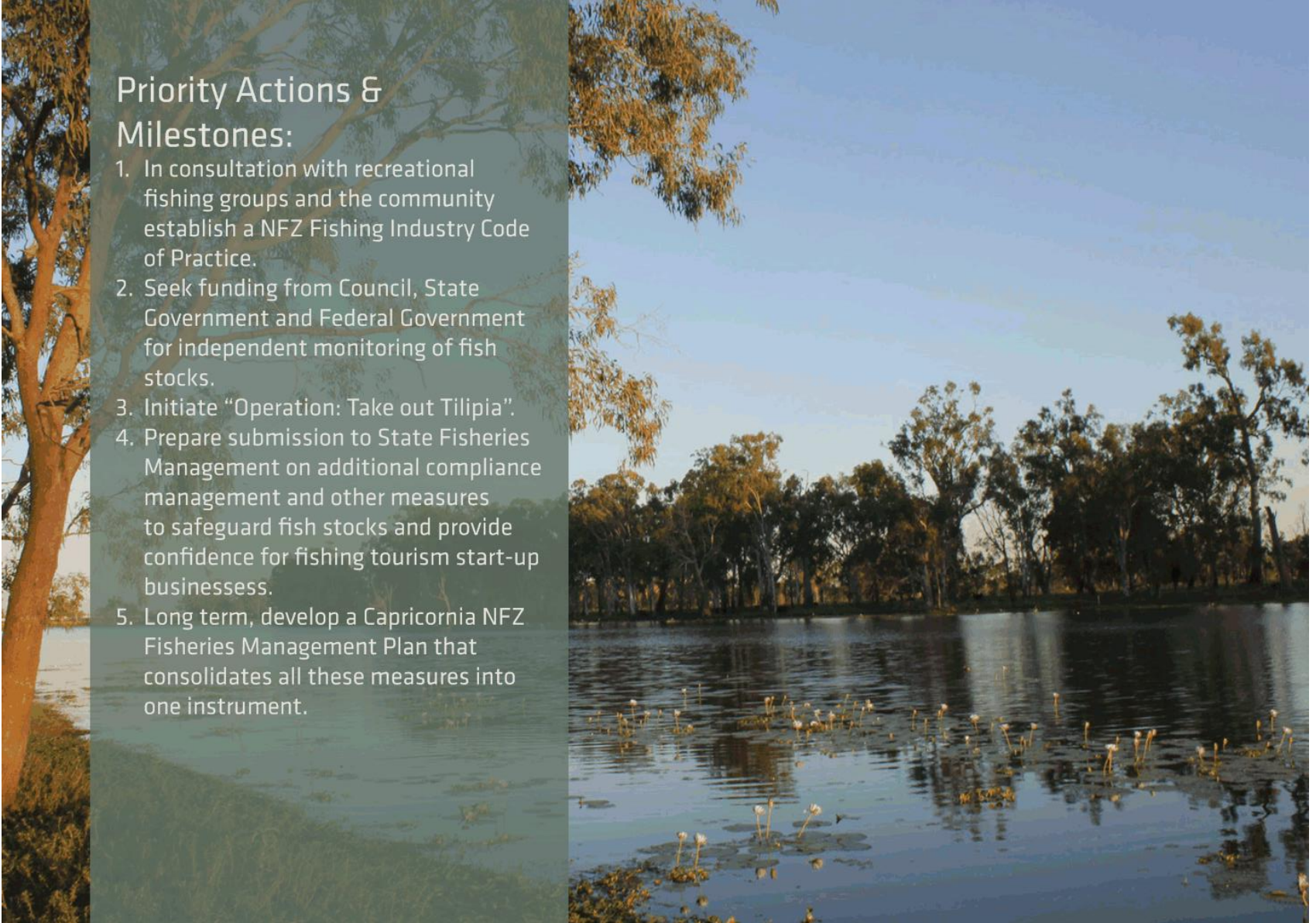
Consideration should be given to establishing a hatchery locally for re-stocking and as another tourist attraction built around these iconic fish.

Pest reduction strategies and the Operation: Take out Tilapia is another key pillar in managing the local fishery.

STAKEHOLDERS

- DEPARTMENT OF AGRICULTURE & FISHERIES
- ROCKHAMPTON REGIONAL COUNCIL
- RECREATIONAL FISHING GROUPS
- THE DHARUMBAL PEOPLE
- FITZROY BASIN ASSOCIATION
- THE ROCKHAMPTON COMMUNITY
- BOATING & FISHING COMMUNITY





Priority Actions & Milestones:

1. In consultation with recreational fishing groups and the community establish a NFZ Fishing Industry Code of Practice.
2. Seek funding from Council, State Government and Federal Government for independent monitoring of fish stocks.
3. Initiate “Operation: Take out Tilapia”.
4. Prepare submission to State Fisheries Management on additional compliance management and other measures to safeguard fish stocks and provide confidence for fishing tourism start-up businesses.
5. Long term, develop a Capricornia NFZ Fisheries Management Plan that consolidates all these measures into one instrument.

key projects

KEY PROJECTS	NEEDS	SOLUTION	PRIORITY
Voluntary Code of Practice	<ul style="list-style-type: none"> Actively promote responsible community respect for the fishery resource. Bag and size limits support a sustainable and commercially viable sports fishing tourism industry while protecting local fishers' right to keep a feed of fish. 	<ul style="list-style-type: none"> A voluntary Code of Practice for the Recreational Fishing sector. A code specific to the local area with a strong local relevance. 	Very High
Fisheries Management Rule Change	<ul style="list-style-type: none"> Catch and release access through the current closed season for barra. 	<ul style="list-style-type: none"> State Fisheries consider a change to regulations allowing catch and release in the NFZ during closed season away from spawning areas. Fisheries regulations for target species are reviewed annually to ensure ecological and economic sustainability. 	Very High
Compliance	<ul style="list-style-type: none"> An adequate compliance program to safeguard fish stocks employed in the Fitzroy River. A community program to assist with compliance that could be implemented in a way similar to Neighbourhood Watch or other community programs. 	<ul style="list-style-type: none"> Raise community awareness of the need to report illegal activities. Improve the Fishwatch program to better respond to community reporting. Increase compliance efforts in the early years to discourage black marketing Investigate the potential assistance of the Indigenous Land and Sea program. 	Very High
Independent Monitoring of Fish Stocks	<ul style="list-style-type: none"> Independent assessment of Barramundi, Threadfin and other main species within the Fitzroy River and Port Alma catchment area. 	<ul style="list-style-type: none"> Enable the independent agency InfoFish to monitor these species on regular basis using the Crystal Bowl Use data to tailor marketing and management year on year 	Very High
Operation: Take out Tilapia	<ul style="list-style-type: none"> Eliminate the fish pest Tilapia from the Fitzroy and Port Alma waterways. 	<ul style="list-style-type: none"> Work with Fitzroy Basin Association on managing Tilapia Use restocking of Barramundi above the Barrage to assist with Tilapia control 	Very High
Education program	<ul style="list-style-type: none"> Educate the community on the reasons for a voluntary Code of Practice, catchment sustainability and the importance of the fishery. 	<ul style="list-style-type: none"> Work with local schools, at community events with FBA, DAF and InfoFish to educate the broader community. 	High
Fisheries Management Plan	<ul style="list-style-type: none"> In the longer term need a formal evergreen Management Plan specific to the Capricorn NFZ. 	<ul style="list-style-type: none"> Consider formal regulatory changes more consistent with the Code of Practice as community understanding grows. 	High
Restocking Program	<ul style="list-style-type: none"> Restocking to be based on overall assessment of the status of stocks in the river. 	<ul style="list-style-type: none"> Work with the Fitzroy River Fish Stocking Group on restocking above the Barrage. Continue to monitor new technologies to improve fish movement past man made barriers on the Fitzroy River. Implement restocking from locally collected / genetically suitable species if required. 	High



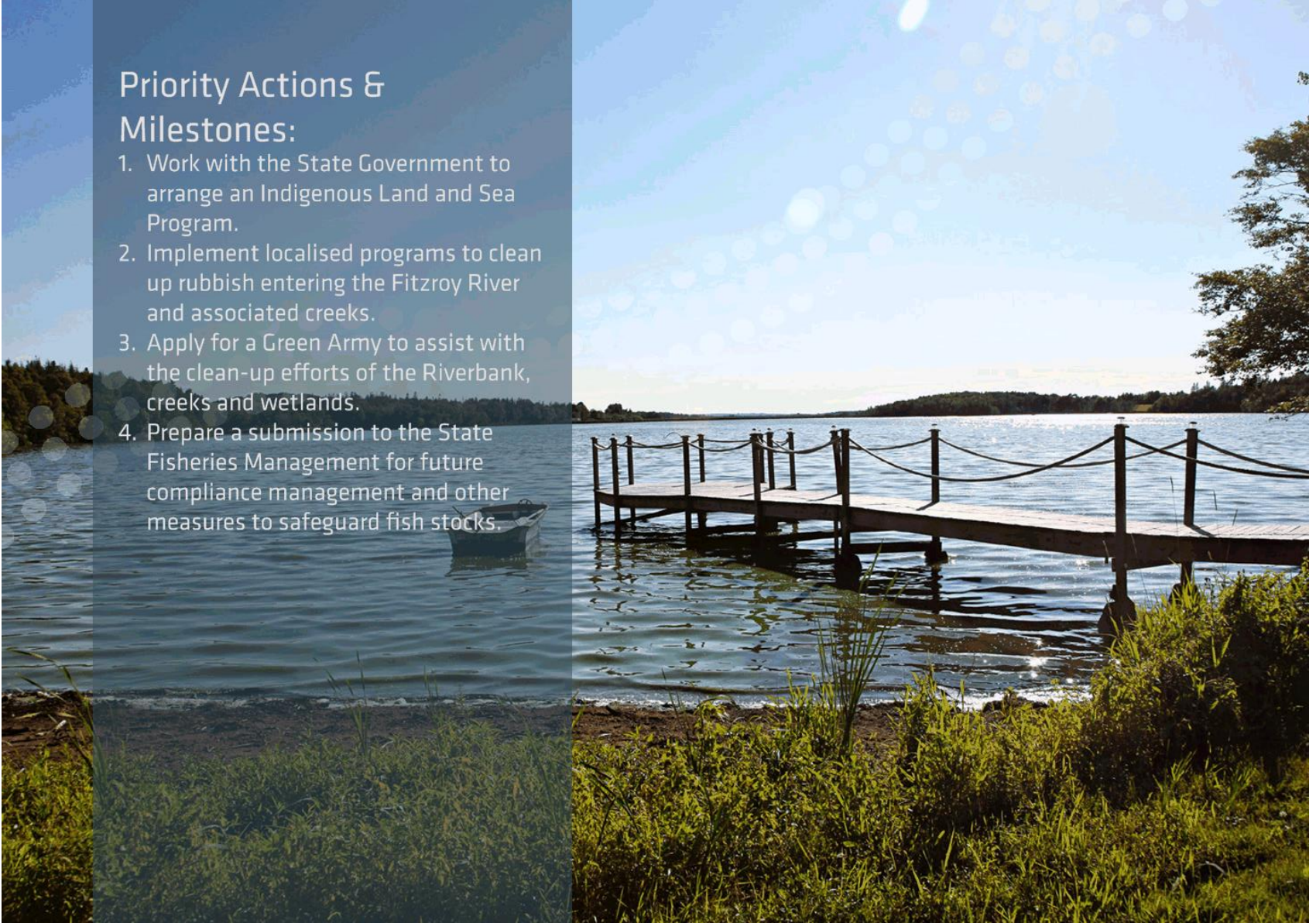
freshwater & estuary ecology plan

Ensuring a healthy estuary and marine environment is the responsibility of all levels of Government, the community and potential fishing related businesses. Having a healthy freshwater & estuary system is necessary to assist a healthy fishery.

STAKEHOLDERS

- CQUNIVERSITY
- DEPARTMENT OF AGRICULTURE & FISHERIES
- DEPARTMENT OF ENVIRONMENT & HERITAGE PROTECTION
- FITZROY BASIN ASSOCIATION
- ROCKHAMPTON REGIONAL COUNCIL
- RECREATIONAL FISHING GROUPS

KEY PROJECTS	NEEDS	SOLUTION	PRIORITY
Improving ecosystem health	<ul style="list-style-type: none"> • Ensure actions are taken to improve water quality, ecosystem health and connectivity in the Fitzroy River, associated waterways and wetland areas. 	<ul style="list-style-type: none"> • Support FBA to deliver: <ul style="list-style-type: none"> • improved practice projects • wetland health improvement projects • fish passage projects • application for funds to complete waterway improvement and infrastructure projects • implementation of the Water Quality Improvement Program (WQIP) 	Very High
Ecosystem Health Report	<ul style="list-style-type: none"> • To report on the health of the Fitzroy catchment and receiving waters with regards to water quality. 	<ul style="list-style-type: none"> • Support the Fitzroy Partnership for River Health to continue their monitoring and reporting on water quality. 	High
Indigenous Sea Rangers	<ul style="list-style-type: none"> • To ensure that constant monitoring and compliance activities are completed across the Rockhampton NFZ area. • Assist with communicating the significance of the system with a blend of culture and history. 	<ul style="list-style-type: none"> • Work with State and Federal Government to acquire an Indigenous Sea Ranger. • Where possible, organise work placements for Dharumbal and Gungalu/Changula and Woopaburra people. 	High
Protecting important habitat areas	<ul style="list-style-type: none"> • Identify and protect important fish habitats through policies and management plans. 	<ul style="list-style-type: none"> • Ensure Planning Scheme identifies and protects important riparian and aquatic habitats. • Support the Fish Habitat Area extension proposed by State government. • Support voluntary code of Practice to cease fishing efforts in known spawning areas (seasonally). 	High
Urban Waterway Management	<ul style="list-style-type: none"> • Ensure urban waterways provide ecosystem services and opportunities for the community to engage with their fishery. 	<ul style="list-style-type: none"> • Support projects/programs that provide opportunities for the community to participate in improving urban waterway health (e.g. removing rubbish). 	High
Education	<ul style="list-style-type: none"> • Improve community understanding and value they place on local ecosystems. 	<ul style="list-style-type: none"> • Support projects/programs that engage the community in understanding their local ecosystems, the services they provide and what actions they can take to ensure they are sustainable. 	High



Priority Actions & Milestones:

1. Work with the State Government to arrange an Indigenous Land and Sea Program.
2. Implement localised programs to clean up rubbish entering the Fitzroy River and associated creeks.
3. Apply for a Green Army to assist with the clean-up efforts of the Riverbank, creeks and wetlands.
4. Prepare a submission to the State Fisheries Management for future compliance management and other measures to safeguard fish stocks.

where to from here

Marine Infrastructure Plan

	FY 16 17	FY 17 18	FY 18 19	FY 19 20	Beyond 2020
NORTH ROCKHAMPTON BOAT RAMP FACILITY	Submit preliminary project proposal to State for proposed Nth Rockhampton Boat Ramp facility.	Develop prelim design and cost estimates and submit proposal to State for proposed Nth Rockhampton Boat Ramp facility.	Detail Design and construction of proposed improved access to existing land based fishing platforms (subject to funding approvals).		
PORT ALMA BOAT RAMP FACILITY	Develop prelim design and cost estimates and submit project proposal to State for the proposed new Port Alma facility.	Detail Design and construction of the new Port Alma facility (subject to funding approvals).			
LARCOMBE ST BOAT RAMP FACILITY		Submit preliminary project approval to State for proposed upgrade to Larcombe St Boat Ramp facility.		Develop prelim design and cost estimates and submit project proposal to State for the proposed upgrade to Larcombe St Boat Ramp facility	Detail Design and construction of the proposed upgrade to Larcombe St Boat Ramp facility (subject to funding approvals).
LITTLER CUM-INGHAM CTU PARKING (QUAY ST)	Develop prelim design and cost estimates for the extension of the Littler Cum-Ingham CTU parking facility.	Detail Design and construction of proposed upgrade (subject to funding approvals).			
LAND BASED FISHING PLATFORMS	Identify opportunities for improved access to existing land based natural and constructed fishing platforms.	Develop prelim design and cost estimates for improved access to existing land based fishing platforms.	Detail Design and construction of proposed improved access to existing land based fishing platforms (subject to funding approvals) and identify opportunities for new land based fishing platforms.	Develop prelim design and cost estimates for new land based natural and constructed fishing platforms.	Detail Design and construction of the new land based fishing platforms (subject to funding approvals).
SKI GARDENS BOAT RAMP	Develop prelim design and cost estimates for the upgrade.	Detail Design and construction of the proposed upgrade (subject to funding approvals).			

Additional Actions

to be undertaken from FY 16|17

BUSINESS DEVELOPMENT AND SUPPORT

- Establish the Fishing Tourism Industry Partnership Program
- Resource and economic modelling program
- Enhanced support for business start ups and charter/tourism products
- Fishing and boating business development
- Indigenous business development

MARKETING AND PROMOTIONS

- Establish 'We are the home of Barramundi' website, social media presence and marketing campaign
- Create the Bardda moon di statue with the Dharumbal people

FISHERIES MANAGEMENT

- Establish recreational fishing voluntary Code of Practice
- Operation: Take out Tilapia
- Independent monitoring of fish stocks in the Fitzroy and Port Alma

FRESHWATER AND ESTUARY ECOLOGY

- Fishing, boating and economic surveys / study
- Indigenous land and sea rangers

DRAFT FOR PUBLIC CONSULTATION

Acknowledgements

- Capricorn Conservation Council
- Capricorn Tag and Release Sportfishing Club
- Central Queensland Amateur Angling Association
- Central Queensland Boat Ramp Action Group
- Department of Agriculture and Fisheries
- Department of Environment and Heritage Protection
- Fitzroy River Fish Stocking Association
- Gladstone Ports Corporation
- Infofish Australia
- Livingstone Shire Council
- Professional fishers
- Rockhampton Motor Boat Club
- Rockhampton Regional Council
- The Dharumbal people



222 Bolsover Street
Rockhampton

PO Box 1860
Rockhampton Q 4700

All General Enquiries:
1300 22 55 77
enquiries@rrc.qld.gov.au
www.rrc.qld.gov.au

ROCKHAMPTON RECREATIONAL FISHING DEVELOPMENT STRATEGY

Rockhampton Recreational Fishing Development Strategy Community Engagement Report

Meeting Date: 13 September 2016

Attachment No: 2



**Rockhampton
Recreational Fishing
Development Strategy
Community Engagement Report**

Date: November 2015 to July 2016

Contents Page

Overall Executive Summary.....	2
Recreational Fishing Development Strategy Submission Engagement (June 2016 to July 2016)	
Recreational Fishing Development Strategy Submissions Summary and Charts.....	3
Recreational Fishing Development Strategy Submissions (responses).....	7
Recreational Fishing Development Strategy Submission Form.....	19
Formal Correspondence – Capricorn Enterprise (Submission).....	21
Boating and Fishing Survey Engagement (April 2016 to May 2016)	
Boating and Fishing Survey Executive Summary and Charts	23
Boating and Fishing Survey.....	33
Marine Infrastructure & Fishing Tourism Survey Engagement (January 2016 to February 2016)	
Marine Infrastructure & Fishing Tourism Survey Executive Summary and Charts.....	35
Marine Infrastructure & Fishing Tourism Survey.....	41



Overall Executive Summary

The Queensland State Government last year (October 2015) regulated Net Free Zones (NFZ) in three locations across the State. The NFZ is a ban on the use of commercial gill netting of fish in these areas. The Fitzroy River and a significant proportion of Keppel Bay is one of three NFZ's with the others being in Mackay and Cairns.

Rockhampton Regional Council identified an opportunity to expand its recreational fishing tourism sector and directed a Marine Infrastructure and Fishing Tourism Strategy be developed on the 4 November 2015.

A comprehensive community engagement was initiated to assist with the development of the draft strategy.

Over a nine month period a variety of engagement techniques were used to develop and refine the draft strategy, these included stakeholder interviews, meetings, community surveys and a submission process.

Overall the community engagement yielded 983 responses:

- o Marine Infrastructure & Fishing Tourism Survey (Open ended survey). 410 respondents.
- o Boat Ramp & Land Based Fishing Survey. 485 respondents.
- o Draft Rockhampton Recreational Fishing Development Strategy submission. 88 submissions.

Main Messages from participants

- 96% of respondents that made a submission on the Draft Rockhampton Recreational Fishing Development Strategy either supported the draft strategy or requested further items.
- Improving land based fishing infrastructure was one of the most important issues throughout the entire community engagement.
- New marine infrastructure should focus on North Rockhampton and Port Alma:
 - o 85% of respondents indicated that the proposed North Rockhampton Boat Ramp facility is a preference for them.
 - o 82% of respondents indicated that the proposed North Rockhampton land fishing areas is a preference for them.
 - o 80% of respondents indicated that an extension of the Port Alma boat ramp facility is a preference for them.
 - o 77% of respondents indicated that an extension of the Quay Street boat ramp parking is a preference for them.
 - o 75% of respondents indicated a new Port Alma boat ramp facility is a preference for them.
- Mixed results for existing boat ramp facilities in the Rockhampton Region:
 - o Reaney Street and Port Alma facilities did not rate highly with boaties / fishers. 8% rated Reaney Street Boat Ramp as "Good" or "Very Good", 14% rated Port Alma as "Good" or "Very Good".
 - o Quay Street Boat Ramp facility rated better with boaties / fishers. 72% rated the Quay Street boat ramp as "Good" or "Very Good". 52% rated the Parking at this facility at "Good" or "Very Good".
- Boaties and Fishers agree that more and better quality infrastructure in the Region is needed.
- Fishing charters, boat hire, tour guides, targeted accommodation and bait & tackle shops were business development opportunities mentioned by respondents:
 - o Other ideas included: fishing lodges, eco tours, seafood restaurants, houseboats, BBQ boats, bait farming, additional caravan parks, food & drink vendors and charter|catch|cook operations.
- Cost of running a business, floods and needing more tourist's key obstacles for tourism.
- Leveraging off the Barra Bounty and the Women That Fish are ways to promote the Fishery.
- Lowering sports fish bag limits, improving compliance, adjusting sports fish size limits were the three main methods fishers indicated to ensuring a sustainable fishery.
- Cleaning up the Riverbank/River, Keeping pollutants out of the River and increase policing were the three main methods fishers thought would improve the local catchment environment.



Rockhampton Recreational Fishing Development Strategy Executive Summary

The Rockhampton Regional Council endorsed the Draft Rockhampton Recreational Fishing Development Strategy (the draft strategy) document to undertake a full community consultation at its meeting on the 9 June 2016.

Various engagement methods were undertaken to inform and consult the community on the draft strategy. Informing methods included media releases, Facebook advertising, website updates, a shopping mall visit (Northside plaza) and providing information to local fishing and boating clubs.

The consultation period was from the 17 June 2016 to 15 July 2016.

The main consulting method was through obtaining submissions from the community on the draft strategy document. In total, 88 submissions were received, this included mail, online and face to face submissions.

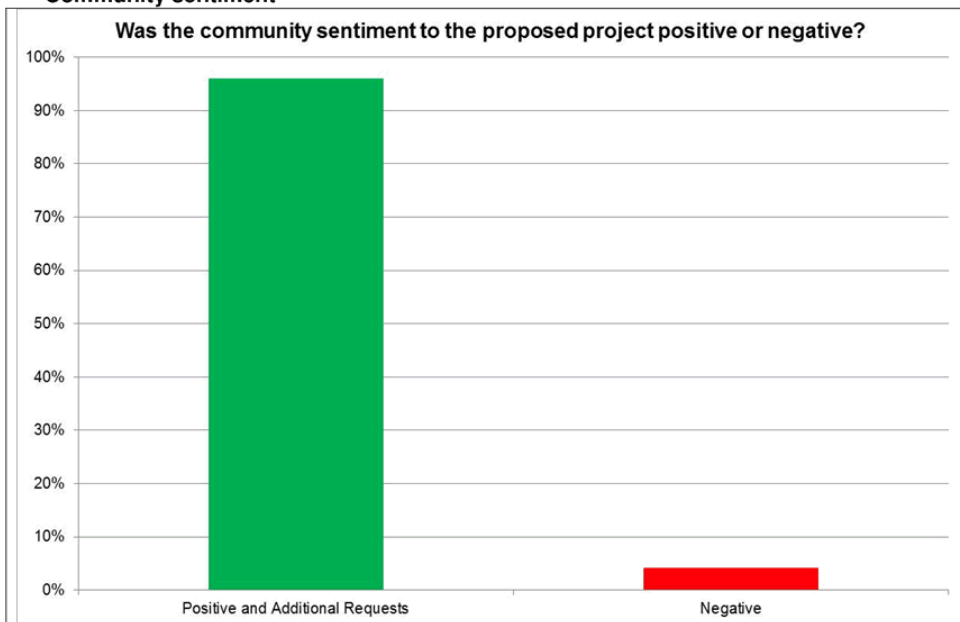
Main Messages from participants

- 96% of respondents who made a comment in their submissions either supported the draft strategy or requested further items.
- Improving land based fishing infrastructure was the most important issue through the consultation.
 - Resident comment: *"Yes, if land based fishing platforms are to be built in the future, can they be constructed on a pontoon style system so they can raise and lower with the tide. The current fishing platforms in the Fitzroy River are four meters off the water at low tide and are not user friendly"*.
 - Resident comment: *"For The Common we need to level the area made into a fishable bank. There is a huge area down there and if put in a 20 tonne excavator in and level it we could have a great area for fishing for many families/people. This area at the moment has a lot rubbish in there; this action will help to keep the rubbish out as well. Also it will make it easier for the council to mow the area and keep it clean. Also you need to keep the hoons out when it rains at the common"*.
- Tourism opportunities were identified by submitters through implementing the draft strategy.
 - Resident comment: *"An exciting concept. Will improve the appearance from the Southside and as you drive over the bridge heading North. Will encourage tourism and possibly longer stays by visitors to our town. A walkway along the river bank would be a boom for the community. Would be fantastic if development could happen from the current boat to past the racecourse area making access very easy. A development such as this could boost the use of the council caravan park on the other side of the Fitzroy Bridge. This could be promoted in conjunction with the development bringing in more revenues from the caravan park"*.
- Further comments received to improve boat ramps at North Rockhampton and Port Alma.
- Improve boat ramp areas by implementing toilets, lights, CCTV raised.
- Cleaning up of current facilities required focus on the Quay Street Boat Ramp facility.
 - Resident comment: *"What is necessary is for council to clean up what it already has, the maintenance needs to consider in the longer term. I can't support additional infrastructure when the current infrastructure is not maintained. Rubbish in the river is a major issue as well. Managing rubbish removal is imperative. I remove rubbish from the river on a continual basis; I help to clean up the river as well"*.
- Capricorn Enterprise suggest: the short to medium focus is to grow the number of visitors within the 400km radius, and beyond to south east Queensland, who will fish whilst visiting our destination. In the long term, once fishing tour product is established other markets afield can be targeted.

3



Community sentiment



Data analysis:

To calculate the sentiment of the community overall all comments were analysed and segmented into the following groups: Positive and/or Additional Requests and No Response.

From the 89 submission forms that were completed, here are the number of responses in those groupings:

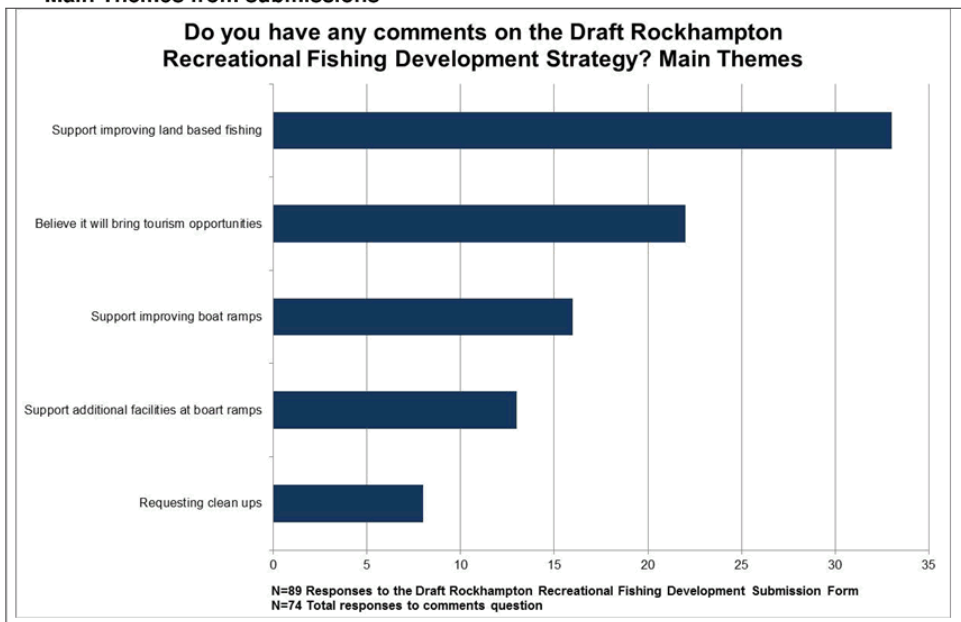
- 71 people indicated that they were either positive and/or had additional requests
- 3 people were negative
- 15 people didn't provide a response

So considering those that provided a response to whether they were either positive (71) or negative (3) regarding the concept being proposed, a total base of 74; 96% were positive and 4% were negative.

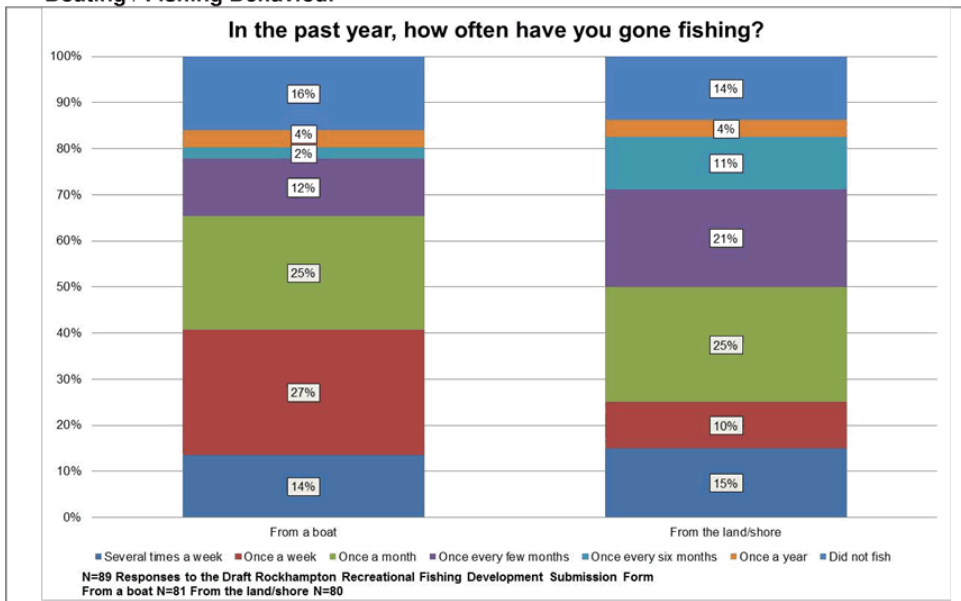
The sample range of 89 provides for a confidence level of 95% with a confidence interval of +/- 10.4%.



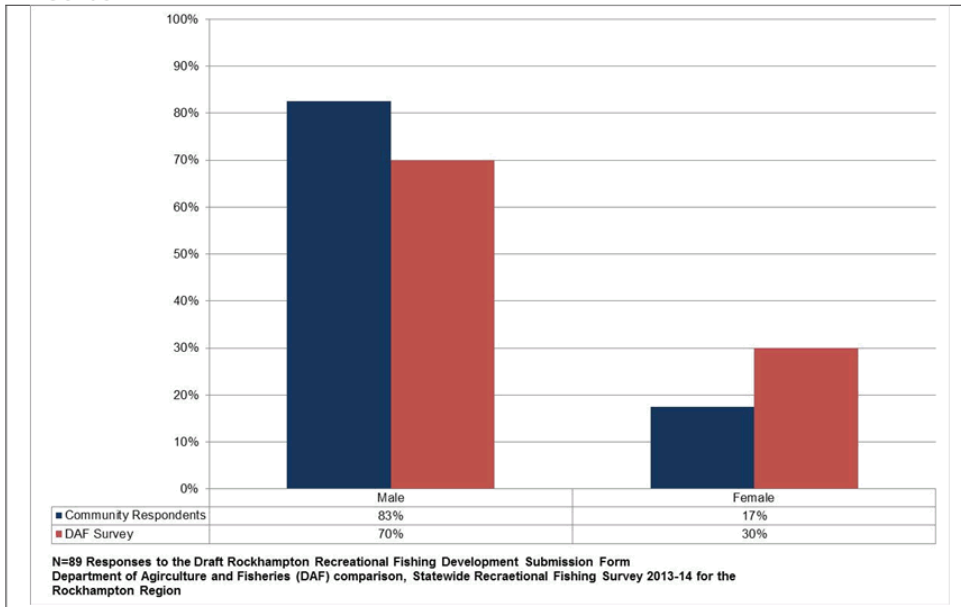
Main Themes from submissions



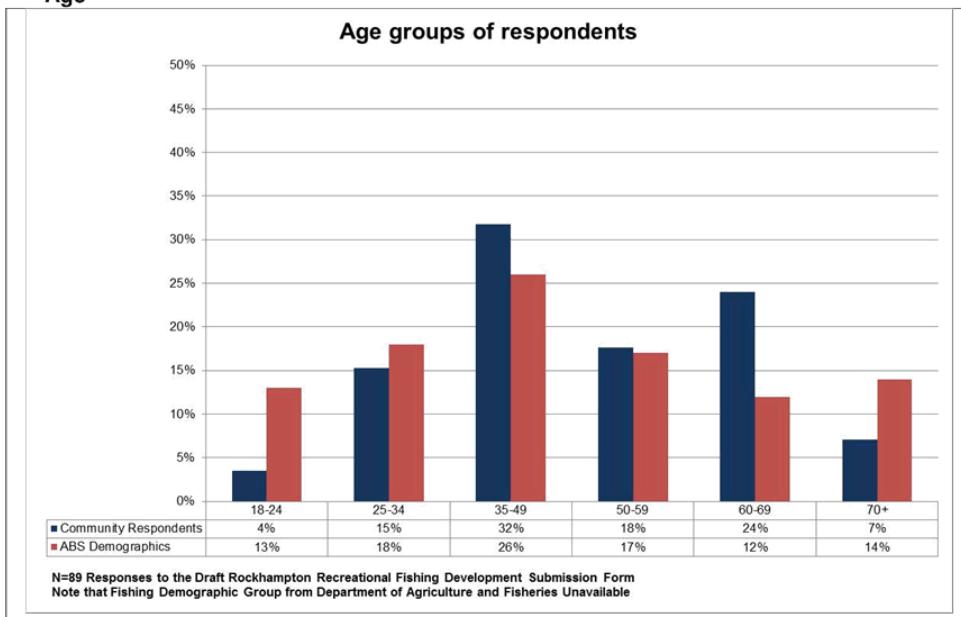
Boating / Fishing Behaviour



Gender



Age



All Submissions made on the Draft Rockhampton Recreational Fishing Development Strategy

Reference No	Do you have any comments on the Draft Rockhampton Recreational Fishing Development Strategy?	Gender	Age group
1	1. The map within the strategy is terrific and a similar map would highlight to tourists the awesome options for any type of fishing that they may want. Perhaps allowing for fishing holidays that allow for visitors to try all varieties, river fishing, pier fishing, estuary fishing, boat fishing etc. Holiday packages could be based around trying the whole lot out. 2. The Rocky region could easily be promoted as easy place to come and fish because: • We have more boats ramps • We have better river and estuary pier fishing • Fishing locations are within easy distance of town • Local business very well setup to provide rental equipment such as boats, fishing gear, safety gear and maps • Local accommodation from Camping to Hotels accommodates people with boats and caravans. • With over 300 days of sun the fishing conditions are some of the best in the world 3. I would like to suggest that council work with local tourism and fishing related business to create short and medium term stay fishing holidays where tourists can organise there fishing holiday consistency through multiple places, this would work in the same way as people who go to tourism related shops in Queenstown in New Zealand all get the same brochures, stories, prices and integrated experience to make the booking of holiday activities easy.	Male	35-49
2	1. Slash and weed along the North side river bank for easy access, behind bowls club and opposite the race course. 2. Resume part of Caravan Park near old bridge. Use concrete blocks (1 tonne) and make a wall behind the caravan park to walk along, under the bridge also.	Male	70-84
3	A toilet in the land based fishing areas are important. The city reaches provide some of the fishing. The freshwater system too is good however there are not a lot of areas that you can fish. Development of Thompsons point would be good too. The more fishing platforms the better. The more people will be using the river.	Male	60-69
4	An exciting concept. Will improve the appearance from the Southside and as you drive over the bridge heading North. Will encourage tourism and possibly longer stays by visitors to our town. A walkway along the river bank would be a boom for the community. Would be fantastic if development could happen from the current boat to past the racecourse area making access very easy. A development such as this could boost the use of the council caravan park on the other side of the Fitzroy bridge. This could be promoted in conjunction with the development bringing in more revenues from the caravan park.	Male	60-69
5	Concentrates on area below the barrage only. Could the Council consider a development strategy for above the barrage to encourage sport and tourism activities? Potential exists for swimming, camping, tourism, eco tours, boat hire, food supply and all water sports as well as fishing, leading to even greater community and tourist involvement than the current targeted area. Online surveys, hard copy surveys and face to face surveys, currently utilised, are proven to have potential for bias. If those groups supporting the strategy (mentioned in acknowledgments) are considered, members would be encouraged to complete the survey. This would reflect those fishing above the real mean of community participation (first survey, N =410), with other community members not completing the survey or being unaware of the survey. Council would understand that potential for bias could exist for any other survey for sports having similar numbers and attracting visitors to carnivals to fishing enthusiasts and fishing tourists and un. I note that a random, unbiased survey by telephone has not been used. I believe phone survey, aimed at all rate payers, requesting gender, age cohort and fishing frequency would produce different data.	Male	60-69
6	Facilities for land based fishing is an excellent idea.	Male	35-49
7	Fishing is good for wellbeing and is relaxing. I don't fish but I know women that take their children fishing to de-stress. It is also positive to encourage more women to fish.	Female	35-49



8	For The Common we need to level the area made into a fishable bank. There is a huge area down there and if put in a 20 tonne excavator in and level it we could have a great area for fishing for many families/people. This area at the moment has a lot rubbish in there; this action will help to keep the rubbish out as well. Also it will make it easier for the council to mow the area and keep it clean. Also you need to keep the hoons out when it rains at the common.	Male	60-69
9	Go for it	Male	50-59
10	Good plan. Infrastructure is the key. Need to consider a marina at the city reach to enable fishing charter vessel operations and support businesses including river cruisers - this will bring the tourists, create jobs and promote 'Destination Rockhampton'.	Male	35-49
11	Great idea need more land based fishing infrastructure. I live on the north side and go fishing with my family around Queens park. I take my family fishing there and better facilities to access this area is required	Male	25-34
12	Great job and shows some forward thinking initiatives. Another idea for Land Based infrastructure that has been mentioned to me is: redeveloping the pond area next to the dump as a stocked fishing area. Typo error in Mayor's Message - magnificent is incorrectly spelt (magnificant)	Female	50-59
13	Great to see the RRC being proactive on the subject. While work currently restricts my fishing outings, my approaching retirement will see me on the water more often. Tourism is a major industry at present and fishing is an amazingly top pastime for tourists. Better facilities, along with resource management will ensure a healthy industry.	Male	60-69
14	Having read the draft, I am mostly happy, and in agreement with the planners on what needs to happen to ensure sustainability of the resource, and a great destination for fishers. I just have a couple of points I would like to make. Whilst I applaud your plan to increase the size of boat ramps and car parks adjacent thereto, I would like to request that consideration be given to placing high definition cctv cameras on both the ramps and overlooking the carpark to widely discourage theft and vandalism, which will quickly destroy any of your attempts to market the place as a holiday destination. The second point I would like to draw your attention to is with regard to regulation. The last thing we need is increased regulation to the point that it again discourages people, and encourages them to go to other fisheries (ie the NT). I think that the state regulations regarding bag limits and size should suffice. I know that you were given a lot of input from fishing clubs etc, but what they forget is that not everyone can fish as well as them, or go as often due to work commitments. This resource needs to be for everyone to enjoy, not the fishing elite. Thanks for the opportunity to provide some feedback and I wish you well in your plan.	Male	50-59
15	I believe a wider cross section of stakeholders should have been involved. Some questions were leading to the answers you wished to hear. It appears no business plan has been arrived at to match or exceed lost regional revenue from commercial fishing.	Male	50-59
16	I believe on face value it is a good plan. One thing not mention is the effect the increased boat traffic will have on the boats on moorings. A main channel needs to be formed/marked that can be driven down by power boat vessels at speed.	Male	25-34
17	I believe the current strategy is great and long overdue for this Region. Has consideration been given for the upgrading the run down boat ramp at Thompson Point with collaboration with the Livingstone Shire Council.	Male	35-49
18	I feel that if the Council puts a ramp at the back of the racecourse, it will make the roads extremely unsafe. You have traffic going to the races on race day and traffic going to the greyhound races. You have young kids walking or cycling to the soccer or touch football or travelling with their parents in cars. Plus the added pressure of all race traffic. Then add trucks, cars and four wheel drives and their boat trainers, you have a recipe for disaster at some time. By all means put in fishing jetties, parking areas, roads and pergolas to improve the north side of the river. However, I think my idea of a 3 lane boat lane at Donovan Park opposite Stack Street, is a much safer place to put a new boat ramp. It would benefit all fisherman. A wash down area could also be placed in the same place. There would be less damage to mangroves as there is already an opening there for a	Male	70-84

8



Draft Recreational Fishing Development Strategy Community Engagement Report

	ramp. My final point is good fish up to 1200mm long have already been caught in this area.		
19	I like the land based fishing areas, it gives me a choice of where I launch the boat. Also land based area properly done can assist the banks.	Male	25-34
20	I like the plan this is great, the accessibility for persons with mobility issues is important.	Female	70-84
21	I like the proposals. I would like to see Nerimbera receive a fishing platform. I would like to see a Thompsons point boat ramp upgrade (single lane concrete ramp. I would like to also see a fishing platform at Thompsons point	Male	25-34
22	I live near the 400 meter limit for no fishing. The signage for the no fishing area is too small and I am constantly asked by visitors where the limit is. Let's get bigger signs on each bank. Floating pontoons at the between the rail bridge and the barrage to fish on cause the current structures are too high. And a pontoon at port alma next to the ramp.	Male	35-49
23	I love what you are doing and actually working with the fishing public but then working outside fisheries by reducing size and bag limits. This should be the blueprint for other systems like the Noosa river which draws a huge amount of tourist fishing dollars. I spent a week fishing the Port Alma region and caught nothing yet saw many Barra pulled into commercial boats. You now have me thinking of coming back to the area in a few years	Male	35-49
24	I really hope that they give the green light for more fishing piers like the ones down in the Huish Drive area for the common area (Cyril Connell touch fields - Norbridge Park soccer fields). To develop something like that on the Northside sure would be an asset for our community. It has been warranted for many years now. I come from a fishing family and my mother spent many years on the river is now wheel chair bound. So to have a platform that is assessable for the disabled and that they can still take advantage of our beautiful river and therefore still have a quality of life to be able to fish. I feel that the fishing infrastructure built in Huish Drive near the Alexander Bridge is really well designed. It is a great safe place with the railings to take the small children too so they can learn to fish. Also to be able to spend the whole day fishing with the family you really need to look at putting in a toilet and disabled one as well in the vicinity. Huish drive ticks all the boxes at the moment with access through the coffee shop to use the pools toilet. I'm sure there would be lots of old folks with disabilities and families that would take advantage of these fishing platforms if there were amenities close by.	Female	50-59
25	I support fishing, occasionally. I believe women need to get out and have a fish, give it a go. I support any great changes to help and support anyone and everyone get out and have a fish.	Female	18-24
26	I support the ideas in the draft! I personally don't fish, but know lots of people that do. We have a beautiful river and I support all efforts to upgrade the riverbank so that as many people from our community can enjoy it. I especially support more women getting involved in male dominated sports such as fishing. The women that fish comp are awesome.	Female	25-34
27	I think it is really important that we are considering the impact of fishing overall to our region but more importantly the stats on the adventure market. The adventure market will bring people to Rockhampton. The Fitzroy is known as one of the best places to fish for wild Barra so encouraging people to start their own adventure tourism businesses will bring people to Rockhampton. There are not many places where you can fly into an airport and be fishing in 30mins.	Male	35-49
28	I think the idea of more shore fishing facilities is a great idea. I mostly use the Port Alma boat ramp which is long overdue for an upgrade as on windy days it can be a hassle to get to boat on the trailer.	Male	25-34
29	I think the planned infrastructure will be well received by the local fishing community. The infrastructure will attract visitors to our region and promote the region as an attractive location for fishing holidays. The infrastructure will provide greater access to the Fitzroy River for fisherman with and without boats. Fishing Platforms will provide safe access for the wider community to enjoy our region and the fishing activity it provides.	Male	50-59
30	I think this is great; it would be good to limit the pro fishing so there is a better chance of catching fish from the shore. I also think having WTF is a good way of	Female	25-34

9



Draft Recreational Fishing Development Strategy Community Engagement Report

	getting the women involved.		
31	I use: - Quay St Boat Ramp - Ski Gardens Southside Boat Ramp - Port Alma Boat Ramp - Rosslyn Bay Boat Ramps - Stanage Bay Boat Ramps Also beach launch Emu Park beach Langham Beach also	Male	60-69
32	I wish to comment on the proposed development of the boat ramp at Port Alma. 1. Toilet facilities at the Port are of high importance. This facility is not being utilised by families due to the lack of adequate toilet facilities. 2. The current boat ramp in itself meets the current need of use, but urgently requires a pontoon on one side for the safety of recreational fishing persons. 3. Parking facilities are adequate to meet current usage. If the ramp is upgraded in the future, than it will need to be addressed. The Port Alma complex is developed will be more utilised as it supplies many opportunities from fishing, crabbing and access to the islands etc.	Male	60-69
33	I would like to see better access for fishing for persons for disabilities, particular for land based fishing. The best king threadin fishing is seen around here in the Fitzroy	Male	70-84
34	I write (as Chairman) on behalf of the local community "AFS Men's Shed" organisation; which has a passionate focus on both men's health/esteem issues, and enhancing the liveability/quality of local community. The RRFDS enhanced focus/drive on utilising/maximising the local asset (Fitzroy River & marine life within) is to be strongly commended for it's object of making Rockhampton a more liveable community and adding local economic opportunity. The focus should be extended to "river recreation" and not just "Recreational Fishing". Following on from the very successful development of the community BBQ Trailer project (AFS Snag Wagon), (partly council funded) as a community asset, the AFS Men's Shed is exploring the idea of developing a "BBQ Boat" project, for use on the Fitzroy River. I would like to commend to the RRC that, all river infrastructure planning (for Recreational fishing tourism), also maintain a focus on other "River recreation" opportunities (eg, a BBQ Boat hire business opportunity). I would like to leave you with the wonderful visual picture of tourists (and locals), hiring the AFS Men's Shed - BBQ Boat, (on the Fitzroy River), enjoying the memorable experience of a scenic BBQ trip along the river reaches, fishing for barramundi & then BBQing them "fresh as" on the boat, whilst they play the locally sponsored "spot/photo the crocodile to win \$100 restaurant voucher" competition - Wow.	Male	50-59
35	I'd be pleased to see the North Rockhampton Boat ramp go in, that would be fantastic. Also improving fishing off the bank particularly at the common is important, need to have fishing platforms that go across the mud.	Male	70-84
36	Infrastructure: Thompson's Point boat ramp We have a river which acts as a boundary between councils with north bank and south bank infrastructure required. Although Thompson's Point (35km downriver) and is within Livingstone Shire Council, the plan needs a boat ramp to be established there. The location is ideal for access of lower reaches of the Fitzroy for safety purposes. The current facility was crudely constructed by the Defence Force in 1970 as a barge facility. There is an element of danger associated with current use of the facility being originally constructed by pushing rocks and gravel over the embankment. Large rocks and mud provide inadequate traction for vehicles attempting to launch/retrieve boats particularly outside the launch/retrieve tidal window. I would rate the priority as very high. Infrastructure: Land based fishing platform at Woolwash (Serpentine Lagoon) The Woolwash is a popular stopping place for tourists. There is a significant barramundi population in the lagoon which is replenished every flood run-through. Currently the banks are overgrown and provide little access.	Male	60-69
37	It's a great strategy; I certainly look forward to the new North Rocky boat ramp. I can't wait to take the nephews and nieces in the land based fishing spots too	Male	35-49
38	Keep up the good work!	Male	60-69
39	Land based fishing is a great idea. For the river banks you can see were people go and some are sort of destroying the banks so land base fishing is a great idea.	Male	25-34

40	<p>Large signs Saying fishing only No fires (meaning open fires) No boats to tie up here Place all rubbish in bins and leave the area clean Don't destroy something you came to enjoy What length would the pontoons be example: 50 mts X 30 mts What length for the fishing platforms example 500mts X 30 mts? Fishing platforms need to be in the water at low tide so you obtain live bait. Also need steps on both side for landing fish and obtain live bait. Thank you</p>	Male	60-69
41	<p>Looks very comprehensive. Good to see a focus on land based fishing not just boats.</p>	Female	35-49
42	<p>Massive congratulations to the RRC for committing to develop this strategy, and then to go on and do a good job of it. It truly is something for locals to be proud of. I agree with all elements of the strategy and the proposed priority actions. Hard to improve on the infrastructure plans. It will be important to create additional land based platforms as there are often problems with land based fishers utilising boat ramp pontoons inappropriately. This is usually creating mess and/or not allowing safe passage for boats. The other real problem is around security. If fishing alone or with children, and there are a range of people using the pontoon as a fishing platform, I am very reluctant to leave my boat tied to the pontoon while I go and get the trailer to retrieve it. Serious fishers have a lot invested in sport fishing gear and electronics and it can tempt theft. Need to seriously consider not allowing fishing from boat ramp pontoons. The marketing and recognition opportunity offered by the original Dharumbal name for barramundi is huge. It creates recognition of the people and the origins of the name, and a truly unique regional branding option. I would be proud to have a shirt/sticker/hat/boat decal with an aboriginal artist print of a Bardda moon di. Magic. Travelling fishers is the most significant target market for tourism. These people generally need budget accommodation that has space to securely store expensive boats that will be coming and going at dawn/dusk. Like the idea of using something like infofish to create awareness around the fish populations. There could also be some important basic tips to give travelling fishers some help with getting into some fish. The Fitzroy is a large system and can be difficult to work out, especially on certain tides when fishing becomes very difficult. For example, fishing is much easier around the neaping tides. We don't want travelling fishers going home with tales of catching no fish just because they were here on poor tides. Captag, Keppel Bay Sportfishing Club, Fish Stocking Group could all help with this. I wholeheartedly support the introduction of a voluntary code of conduct. I believe three Barra/threadfin per fisher is entirely adequate, and we should be looking to adjust the size limits to more realistic and biologically appropriate measures, eg 60-90cm for Barra, and 75-100cm for king threadfin. I support the allowance of catch and release fishing for barramundi in the NFZ during what is currently the closed season (Nov-Jan). HOWEVER this must be matched with a heavy aligned compliance effort that includes additional FTEs for the QBFP so that they can maintain a high level presence on the water during this time. It will be imperative to make sure people are not targeting known spawning aggregation areas. Even if there are no changes to existing fishery management, this is something that RRC should vigorously pursue with the state government, and consider co-funding. It will be extremely important to instil education and compliance in the area in the first few years of the NFZ. Everybody knows the QBFP are extremely poorly resourced at the moment and the only way we can be sure of getting useful effort from them is to co-fund and stipulate the degree of presence required. I have personally called the DAF fishwatch hotline 4 times in the last two years to report illegal rec fishing activity in the Fitzroy River and QBFP have been unable to respond in every case. In one additional instance I could not actually get anyone to answer the call at all (and this was to report people fishing ON THE FISHWAY of the Fitzroy Barrage. This compliance presence is critical and if we have to pay for it ourselves then so be it - it simply is not an option to not have it because the state govt wont resource it. Too important for the success of the overall strategy. Managing the freshwater reaches of the river and floodplain for maximum ecological benefit is brilliant and necessary. An important part of this I didn't see in the strategy is around fish passage and the Eden Bann weir. This weir has a fish lock that is rarely if ever used by the weir operators. This is an unacceptable situation and should not be tolerated into the future. Similarly RRC will have to be vigilant</p>	Male	35-49



	about ensuring that the new Rookwood weir is built with best practice in mind for fish passage. Mount Morgan dam is an opportunity few have thought about and could be much more significant than we have ever thought. RRC should look into the opportunity to stock it with both barramundi and jungle perch which have recently become an option due to new research into their breeding. They (jungle perch) are perhaps an even more iconic species and used to be present in the area. They are now locally extinct due largely to waterway barriers. However if stocked they will thrive in an impoundment like Mt Morgan Dam. They have not yet been stocked in any impoundment (ever) and this would create massive interest and a huge point of difference for travelling and local fishers as they will grow faster and bigger than anywhere previously reported. Contact Micheal Hutchinson in QDAF for details. There has also been some important work in increasing productivity in impoundments by DAF researchers and this could also be important for Mt Morgan dam.		
43	My Wife and myself enjoy fishing immensely ,and we have found that there are Very limited fishing spots on the east street side of the river, so we go to the other side in the Callaghan park area all along the river , but even there there is very limited spots to fish ONLY because the river bank is so badly maintained , if it wasn't for the High grass it would be a lot different as the clear spots are very limited we find that during the week we may be lucky enough to find a spot BUT on the weekends it is virtually impossible .	Male	70-84
44	New boat ramp and pontoon on the North side in City. - More car parks at South side boat ramp - Security at boat ramps - Clear 400 meter markers at Barrage - Pontoons for land based fisher people - City run fishing comp (Barra Bounty is closed)	Female	25-34
45	No Comment	Male	25-34
46	No Comment	Male	35-49
47	No Comment	Male	35-49
48	No Comment	Male	60-69
49	No Comment	Male	18-24
50	No Comment	Male	35-49
51	No Comment	Female	35-49
52	No Comment	Male	50-59
53	No Comment	Male	60-69
54	No Comment	Male	18-24
55	No Comment	Male	60-69
56	No Comment	Female	
57	No Comment	Male	35-49
58	No Comment	Male	35-49
59	No Comment	Male	50-59
60	One idea for the strategy is at the boat ramps is to have a bath bay to hose the boats down. They do this at cairns and at Weipa. Overall mate good idea, like where it is going.	Male	35-49
61	Only that I think it is really important to reduce bag limits and maximum size limits of particularly Barramundi and Threadfin Salmon	Male	35-49



62	Overall it seems like a reasonable plan within realistic time frames, but funding will (clearly) be the key issue. However before we step forward we need to step back and look at what we currently have, the cleaning standard of the Quay St. (Littler Cum-Ingram) ramp toilets is a disgrace. I am sure that a "box" is being ticked that says it is being cleaned, but the effort needs to be increased very significantly. Additionally the pontoon needs to be hosed off regularly. Obviously some users (of the facilities) don't do the right thing, but that is the reality that has been accepted and taken care of. That is a very high use facility and we are talking (in the new plan) about expanding numbers using it. My point is that it is all very well moving forward building/expanding new facilities when the existing facilities are poorly maintained. Sitting behind any new development there also needs to be a comprehensive ongoing (funded) plan to maintain everything to a high standard (including over the peak weekend period). If visitors come to Rocky for the first time to fish (in particular ladies) I doubt many will come back after having used those toilets, particularly if those users have paid a premium for a fishing charter. This criticism is not a one off observation, my wife and I look to use those toilets when we are out in our boat and also when we are out just walking - we would look to use them at least once a week and the standard is always poor. As a rate payer I would be looking for that side of things to improve significantly before there is any further financial impost on implementing the new plan.		
63	Overall some great ideas. Hopefully everyone gets on board and makes the area as good as it can be. The major problem I can see is the taking of undersize fish and bag limits in the River.	Male	35-49
64	Overall, I like the direction that the Development strategy is taking, however, I think that certain future opportunities are being overlooked, in particular, only installing a 2 lane ramp on the northside is to me, short-sighted in terms of what will be needed, but also in terms of costings, it would be far simpler and cost effective to install 4 lanes from the outset (with the ability to increase parking as demand grows) instead of having to undertake an expansion project later on. In terms of the Port Alma facility, if another ramp is being installed there, it would be advantageous and safer, if it were installed further upstream of the existing one, which suffers from strong cross currents and is very open to rough swell in certain winds.	Male	35-49
65	Overview The strategy is very important if the region is to maximise the benefits of the NFZ to the community and at the same time ensure the sustainability of the resource. It is also important that the council take a leading role in the strategy and that it engages with the fishing and broader community in the implementation of the strategy. The strategy provides the means for council to seek funding to implement key elements of the strategy. Some details The priorities for boat ramps should be improvements to parking (more parks and a secure parking area), wash-down facility and new signage at the Quay Street ramp followed by a new ramp on the north side. As part of the infrastructure development this should include appropriate signage promoting the NFZ, the voluntary code of practice and the need to report the recapture of tagged fish as tagging is an important component of monitoring the NFZ. For land based fishing platforms it will be necessary to get the views of land based fishers in relation to design as there are negative attitudes towards the platforms on the south side of the river as these were designed without any input from fishers. The priority is for platforms on the north side of the river. The establishment of a Fishing Tourism Industry Partnership Program is necessary to encourage the development of businesses to service the needs of fishers. Ideally this should be lead by those involved in fishing businesses. It is important that the voluntary code of practice be advanced to demonstrate the desire of the fishing community to take an active role in the management of the NFZ and to ensure its sustainability. It is important that the fishing community play an active role in the independent monitoring of the NFZ through the Crystal Bowl as the monitoring by Qld Fisheries is limited and unlikely to continue beyond the current 3 year commitment.	Male	60-69
66	Placing in navigational markers is important from the city reaches to Nerimbera. Need to mark hazardous markers. Overall I like it.	Male	25-34

13



Draft Recreational Fishing Development Strategy Community Engagement Report

67	Please at least put more fishing pontoons. If you are trying to launch at Quay Street, you are fighting 10 people fishing off the pontoon (who don't bother bringing their lines in as signed). and 4 blokes throwing cast nets. Fishing pontoons elsewhere will keep the ramps for boats only (as they were intended). Then you can launch your boat without the abuse of people fishing because you have run over their line.	Male	35-49
68	Putting a boat ramp at North side of Rockhampton near the racecourse is a great idea keeping in mind how shallow that side of the river is, dredging an area where the bottom of where they would end is something I would suggest. I would rather see less fishing platforms that are built right than many platforms that are not practical or are easily damaged.	Male	50-59
69	Something on the northside would be very good from Park Street off Glenmore Road to Main Street. There has been a few times I have slipped on a very muddy rock and have slipped into the water. Or something down near the far northside near the soccer grounds and touch grounds. The Rockhampton Council really need to start thinking about the land fisherman a bit more than they do. Especially if they are trying to get more people here from all over the world wanting to catch the old Rockhampton Barra!! Come on Rockhampton Regional Council think about the land based fishing a bit more PLEASE!!!	Male	25-34
70	Something really needs to be done about from main street down the bank near the train bridge. I have slipped off a rock into water a few times now!! I take my girlfriend fishing along the bank with me... What does it take for some thinking to be done? Someone eaten by a crock? Something need to be done really bad about Northside bank. Main street to Park Str before someone fall in at the wrong time and gets killed by a crock. I also think the council should have a think about the freshwater side too.. There's no place to sit by the water when jet skiing or boating. There's not much safe spots for jet ski's to stop.	Male	25-34
71	Stocking of barramundi should also occur above the barrage to maintain a fishery on both sides of the river (saltwater below the Barrage and freshwater above the Barrage.) This will allow the whole river to be utilised. Natural recruitment of barramundi does occur above the Barrage during major floods but this is not consistent enough to maintain a viable fishery where persons fishing for Barramundi would go. Tourist are happy to travel to a stocked Barramundi impoundment and the Fitzroy River could offer the best of both worlds for tourist fisherman. Further boat ramps should be established above the Barrage (both sides of the river) so there is minimal impact on motor boats going past the rowing area. Also if the barramundi used to stock the river came from a local Barramundi Breeding facility then this establishment/complex could be part of a larger tourist attraction in the area. Education needs to be undertaken on the boating/fishing public. I have already seen an increase in boating traffic on the River. I have seen poor behaviour at boat ramps and on water due to limited knowledge of rules of these individuals. Better signage needs to be available to inform persons of these rules. Signs also need to be posted on all areas of the no go/fish zones above and below the barrage. There are no signs anywhere informing persons then there is a 400 meter limit below the barrage. (You only need to see the well-worn paths in these areas to know that the rules are being ignored).	Male	50-59



72	<p>The culture of recreational fishing in this region has evolved over many generations, from saltwater, tidal river to upstream freshwater and up to this point in time, fishing has been the domain of the local community and the pro fishing industry.</p> <p>The mindset of hunting, gathering and fishing has matured to what it is, for each individual in the community adventure, roughing it, teaching your children to adopt, confronting different weather conditions. All these and more has created our own unique culture. The experience is "just the hook in the water, and you'll get a fish".</p> <p>Because recreational fishing has been the domain of the local community for the past 150 years might explain why the infrastructure for this activity is in the condition it is. It just meets local requirements.</p> <p>Duty of care is a challenge for the council moving forward into the future.</p> <p>In the fourteen years that we have been here I can't recall any drownings, boats catching fire or any extreme accident while people fish. A testament to the local culture and its level of skill and knowledge.</p> <p>Minor accidents, boat ramp activity, cuts, scratches and hooks in the will always have an impact on services. Tourism will change this!</p> <p>Tourism and Recreational Fishing</p> <p>Rockhampton has the capacity to be the Barra Capital on the east coast. Well established infrastructure; airport, accommodation, good roads to the coast a great foundation to deliver an experience of great diversity for the recreational fisherman. But how does this animal give birth:</p> <ol style="list-style-type: none"> 1. How will the local fishing culture accept a large impact on their domain 2. How will the local fishing community choose to share their domain 3. Who will police this clash of ego's on the river system 4. Who will be the lead agent in the development and transformation of the recreational fishing industry on the Fitzroy <p>Rockhampton Council, Capricorn Enterprise, the local community the Darumbal people, other outside agencies, developers, this clash of ego's will slow progress to a stall for 18 months.</p> <p>Using the philosophy of eco-tourism a carrier for social development. I think that the whole regional tourism strategy should be under the umbrella of eco-tourism and invite the local community along for the ride.</p> <p>Benefits:</p> <ul style="list-style-type: none"> - Sharing knowledge by the locals, do's and don'ts - Indigenous Ranger Program - A more diverse presentation of "the experience" - A soft but effective process for the social change required for the awareness and understanding of mitigating for 2 degree but adapting to 4 degree all along the Capricorn line. <p>Thank you for a chance to make comment for this development strategy.</p> <p>I will not consider any of these comments as "in confidence" because I do not fish.</p>	Male	50-59
73	<p>The majority of the development strategy appeared to focus on the river access? What is the plan for regional promotion and support for new and innovative businesses built around recreational fisheries? How are we going to generate employment and growth from this resource?</p>	Male	35-49



74	The report points to comments made about cleaning up the riverbank and preventing pollutants in the river. To this end, someone should consider closing or re purposing the Fitzroy Motor Boat Club. Boat cleaning and anti-fouling is done regularly on the slip facilities and this has the potential to foul the river (if it is not already). These type of activities need to be moved out of the town reach. This entire building could be removed and the area re purposed as another boat ramp/parking facility with land based fishing wharf or pontoon. This would reduce the need to extend the current boat facility by 45 parks. Another alternative is to close the boat cleaning/storage/slip facility and use the building as a café/bait shop/fishing gear outlet. I would like to see multiple fishing wharfs/jetties on either side of the river bank which could be linked with each other via concrete walkways to encourage fitness/walkers. They could serve a double purpose of providing a history of Rocky and the area they are in. Depot Hill would be ideal for its rich history as the major access to Rocky prior to the road network. It could be marketed as a tourist walk. These structures could be lit with solar powered lights at night to highlight the river. If the walkways were over the riverbank itself, they could be used for fishing also (similar to walkways in Brisbane). Major fishing competitions could be held at Cum-Ingham park next to the boat ramp.	Female	35-49
75	The south side of the river is great but when you are using it and look across to the northern bank it spoils the feeling. We have great river let's show it off. Get rid of the old house with horse floats and trucks lying around it.		
76	The strategy is very welcomed and a positive step for the entire community. This 10yr plan will set up infrastructure to ensure the longevity of the fishing industry whether its focus on tourism or business. Also this will encourage more participants in the "WTF - Women That Fish Classic" and competitors extending their stay and spending money in our region and the Cap Coast. This strategy is a great initiative!!	Female	35-49
77	Think it's a great idea, it's about time council did something for the northside, if a walkway was on the foreshore of the pony club was done would give good outlook from the city heart side. Visitors, not only fishermen to the city would want to stay longer. There is a gazetted road at the northern end of the pony club, which would allow council to put a sealed road right to the river. There could be full or part decks for fishing or just taking in the river views along that pony club foreshore.	Male	60-69
78	This is a good compromise and step in the right direction. My personal priorities would be: Pt Alma boat ramp upgrade asap. Land based fishing platforms at devil's elbow North side of the river. Pontoon on Nerimbera Boat ramp. Not sure if this one is Rockies or Livingstone shires problem. Coorooman creek boat ramp second pontoon to help alleviate friction between boaties and people fishing on the pontoons. Have you ever seen what fishing line does to gearbox seals on an outboard motor. Having two pontoons would have the fishing lines running away from the boats and ramp as people would fish of the pontoon that is down side of the current.	Male	60-69
79	This is a great strategy that will help establish Rockhampton as a major fishing tourist destination. I wish to offer a couple of possible enhancements. This strategy will clearly increase water based activities on the Fitzroy river. Increased boating activity from the public, Indigenous Sea Rangers and other forms of monitoring will proportionally increase boating and potentially demand for Coast Guard Services. The Rockhampton Coast Guard QF19 has a presence on Quay Street with a tailorable rescue vessel but may need to look at the option of a permanent pontoon that could possibly be shared with the Indigenous Sea Ranger and other authorities who would be regularly launching and retrieving. The Draft strategy identifies a need as "Provision of multiple land based fishing opportunities close to the centre of the City" I believe it would be a great opportunity to establish one such platform between Denham & Fitzroy street to enable public viewing of people fishing. This would help enhance fishing opportunities and the promotion to interested spectators. (Lunch time entertainment!) Fishing platform design needs to enable catch and release. Landing & releasing is best done near the water's edge so this may need stairs to the water. This may in turn need side rails and gates each 2 metres as croc	Male	60-69

16



Draft Recreational Fishing Development Strategy Community Engagement Report

	deterrents. The proposed enhanced facilities need to be family friendly to cater for those who may not love fishing. Adjacent to the platforms should be toilets, BBQs, table & chairs, possibly a couple of shade structures. All facilities associated with fishing should have fresh water available and rubbish bins that must be emptied daily. The strategy should include a clear policy statement on the disposal of unused bait and fish frames. Either back into the water, which may encourage crocs, or into bins that will need daily clearance. Either way, have it researched and make it very clear. Dumping at ramps should be outlawed. There should be consideration, a clear statement, and appropriate signage about overnight stays in campers and caravans at the very start of implementation.		
80	Toilets, fishing cleaning areas. Security measures lots of lights. Sealed car parking, BBQ's Fishing Platforms - Wheel chair friendly entrance. But the entrance small enough to stop cars being driven on them. Rod holders - 75mm holes design into the pontoons or fishing jetties = steps so you can walk down to land your fish. Throw a cast net. Safety in case someone falls in they can get out of river.	Male	60-69
81	Very impressed with what you have done so far. 1. Can see the fishing platforms in town being a major problem for you during large floods. 2. What about on the highway from the south replacing the " Beef Capital of Australia" with " Beef and Barra Capital of Australia". 3. In among the cattle statues in town have a Barra and Salmon installation . 4. If at any time stocking is required get local businesses (including all the supermarkets) to sell tokens for Barra fingerlings and also do an online crowdfunding programme to get people from other areas involved. This would be similar to the Snapper stocking programme in Fremantle W. A. Geoff Clarke (owner Barra Jacks Rockhampton)	Male	60-69
82	Well researched. Definitely need more boat ramps even around Lakes Creek area. More fishing spots on the river bank and fishing platforms. Better toilet facilities especially in the Mall (usually dirty and poor amenities) Fishing guides would be a welcome addition to fishing spots downstream from city reaches towards Thompson's point.	Male	60-69
83	What is necessary is for council to clean up what it already has, the maintenance needs to consider in the longer term. I can't support additional infrastructure when the current infrastructure is not maintained. Rubbish in the river is a major issue as well. Managing rubbish removal is imperative. I remove rubbish from the river on a continual basis, I help to clean up the river as well.	Female	35-49
84	While I respect people's 'right' to fish and enjoy our seaside, I strongly urge that any new facility respect the natural and urban architecture where it maybe planned. The proposed Emu Park ramp has little merit and will distract the recent improvements of the Emu Park central area. In fact, it will destroy elements of Emu Park that attract local and distant tourists. Increasing boat facilities is fine but destroying urban landscape is not. Anyone that has travelled overseas will appreciate that attractive urban landscapes should be protected from such schemes.	Female	50-59
85	With the land based infrastructure, I believe we should be looking at providing a fishing platform at the Nerimbera boat ramp area for local and tourist based fishers. Ensure that Capricorn Enterprise is behind all tourism aspects, competitions and advertising of all events Excellent presentation provided. Thankyou	Male	50-59
86	Would support any increase in sporting or tourism development in the region but would encourage Council to ensure that all data come from unbiased surveys. Currently utilised online surveys, hard copy surveys, and face to face surveys (depending on collection points, eg tackle shops and boat ramps) can be biased, with those heavily interested in fishing taking the effort to respond and those residents not heavily interested in fishing not completing the survey or being unaware of the survey. I note that telephone surveys, random and unbiased, better reflecting all ratepayer's views, have not been undertaken. Perhaps both types of surveys should be used and a comparison made. It would appear that emphasis is placed on development below the barrage, with the area above the barrage having great potential for swimming, sailing, kayaking, rowing, skiing,		

17




Draft Recreational Fishing Development Strategy Community Engagement Report

	camping and all other water sports - as well as fishing, possibly being neglected.		
87	Yes more places a long the river bank to fish off. There good places long the banks too much stuff to down near the water. Some boat ramps could be a bit wider so couple can load all unload.	Male	60-69
88	Yes, if land based fishing platforms are to be built in the future , can they be constructed on a pontoon style system so they can raise and lower with the tide. The current fishing platforms in the Fitzroy River are four meters off the water at low tide and are not user friendly. I would like to see a well-constructed boat ramp facility on the north side of the Fitzroy river , with 50 car / trailer parks, toilet block, wash down bay , floating pontoon, and lighting. The same should also be built at Port Alma. These two areas are essential for the growth and promotion of the Fitzroy River / Port Alma to tourism nationally and even internationally. With the basic infrastructure in place , the tourism and business opportunities will follow.	Male	35-49
89	You need to think of the security, I have used quay street and have had my roof racks stolen. Cameras are needed and better security for all facilities. We need to make sure that the water being pumped in to the river needs to be of a good quality. Wrecks are not properly marked. The net free zone should be all nets out the river, including cast/bait nets. We need to have the bait cycle improved. Boat launching and docking system should be just that, there should not be any fishing/cast net in these areas. Also there are people are burning fires at the end of the quay street pontoon. The boats should also in severe conditions not be attached to the pontoons systems. This will degenerate the pontoons.	Male	50-59



Draft Rockhampton Recreational Fishing Development Strategy Submission Form

<p>Draft Rockhampton Recreational Fishing Development Strategy Submission Form</p> <p>Council is seeking community feedback on the Draft Rockhampton Recreational Fishing Development Strategy Submission.</p> <p>Enquiries: 1300 22 55 77 Fax: 1300 22 55 79 Address: PO Box 1880, Rockhampton QLD 4700 Email: wade.clark@rrc.qld.gov.au</p>	 <p>www.rockhamptonregion.qld.gov.au</p>
<p><small>PRIVACY NOTICE: Rockhampton Regional Council is collecting the personal information you supply in this form for the purpose of community consultation for the Draft Rockhampton Recreational Fishing Development Strategy. Your personal details will not be disclosed to any other person or agency external to Council without your consent unless required or authorised by law.</small></p>	

Do you have any comments on the Draft Rockhampton Recreational Fishing Development Strategy? (Please list below) (Further space on the back page)

Rockhampton Regional Council appreciates your time in completing this submission. Please use the reply paid envelope to send this survey back to Council (No stamp required). Closing date for this survey is the 15 July 2016.

Gender Male Female

Age group: 18-24 25-34 35-49 50-59 60-69 70-84 85+

In the past year, how often have you gone fishing?	Several times a week	Once a week	Once a month	Once every few months	Once every six months	Once a year	Did not Fish
From a Boat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
From the Land/Shore	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Your contact details (Please list below)

Name: _____
 Address: _____
 Email Address: _____
 Phone Number: _____



<p>Draft Rockhampton Recreational Fishing Development Strategy Submission Form</p> <p>Council is seeking community feedback on the Draft Rockhampton Recreational Development Strategy Submission.</p> <p>Enquiries: 1300 22 55 77 Fax: 1300 22 55 79 Address: PO Box 1880, Rockhampton QLD 4700 Email: enquiries@rrc.qld.gov.au</p>	 <p>www.rockhamptonregion.qld.gov.au</p>
---	--

Continued.....
Do you have any comments on the Draft Rockhampton Recreational Fishing Development Strategy?
(Please list below)





12th July 2016

Evan Pardon
 Chief Executive Officer
 Rockhampton Regional Council
 PO Box 1860
 Rockhampton Qld 4700

Dear Evan,

Re: Rockhampton Recreational Fishing Development Strategy

Congratulations on the above document and thank you for the opportunity to provide feedback during this public consultation period. Capricorn Enterprise has also broadly circulated the draft document to over 2,000 contacts via our e-newsletter over the past month, encouraging our local business and industry partners to be involved in this process.

The content and format of the document including the **Priority Actions** summary in the areas of *Infrastructure, Business Development, Marketing, Fisheries Management and Ecology*, is to be commended.

Capricorn Enterprise, as the official Regional Tourism Organisation (RTO) for the Capricorn region (from the Central Highlands in the west to the Keppel Islands in the east) and includes Rockhampton, is pleased to be included as a stakeholder in the two recreational fishing strategy focus areas of the *Business Development and Support Plan* and the *Marketing and Promotions Plan*.

The key to tourism success, both as a business and a destination, is in the areas of **Product, Management and Marketing**.

From a marketing perspective, it is very important to understand the difference between visitors who fish whilst they are on a holiday, compared to visitors who go on a fishing holiday. In other words, *'fishing tourism'* is very different to *'fishing in tourism'*.

The National Visitor Survey (NVS) data, investigated by Tourism and Events Queensland (TEQ), reveals the following relevant ten year averages from year ending March 2007 to year ending March 2016 for domestic visitors who fish whilst they are on a holiday to our region.

- 17% of holiday visitors to the Capricorn region do some sort of fishing whilst in the region. That is, fishing is undertaken as one of a range of activities in the region.
- The largest source market for those undertaking fishing were visitors from Southern Great Barrier Reef Destination (Capricorn, Gladstone and Bundaberg regions) with 42% share of visitors, followed by Brisbane (18%), Sunshine Coast (6%) and Southern Queensland Country (6%).
- Interstate holiday visitors undertaking fishing activities were approximately the same as the state average (about 15%).
- The data becomes quite small and was unable to measure any indication of fishing specific travel. That's not to say it's not occurring, however it is too small to measure.

The overall assessment is that fishing is a popular visitor activity as part of a range of activities within the Capricorn region, primarily for those living within a 400km radius. This reflects recent Tourism and Events Queensland (TEQ) primary research that indicated "lots to see and do" was the third highest ranked driver of destination choice for 82% of Australians.

Rockhampton Office:
 Ground Floor Foyer, 34 East Street, Rockhampton
 PO Box 1313, Rockhampton Q 4700

Capricorn Coast Office:
 Ross Creek Roundabout, Scenic Hwy, Yeppoon
 PO Box 166, Yeppoon Q 4703

Email: admin@capricornenterprise.com.au
 Web: www.capricornenterprise.com.au
 Ph: 07 4927 2055 Fax: 07 4922 2605

ABN: 72 142 612 280
 Capricorn Tourism & Economic Development Ltd
 Trading as Capricorn Enterprise



Draft Recreational Fishing Development Strategy Community Engagement Report

21



Rockhampton Office:
Ground Floor Foyer, 34 East Street, Rockhampton
PO Box 1313, Rockhampton Q 4700

Capricorn Coast Office:
Ross Creek Roundabout, Scenic Hwy, Yeppoon
PO Box 166, Yeppoon Q 4703

Email: admin@capricornenterprise.com.au
Web: www.capricornenterprise.com.au
Ph: 07 4927 2055 Fax: 07 4922 2605

ABN: 72 142 612 280
Capricorn Tourism & Economic Development Ltd
Trading as Capricorn Enterprise

-2-

This means that marketing efforts need to focus on what is currently available for our primary target market, which is visitors participating in some sort of fishing activity whilst in region, as opposed to visitors seeking a fishing holiday in isolation of a holiday with a range of things to see and do.

Additional boat ramps on the Fitzroy River is an important part of product development as identified in this strategy, but just as important is product development of complimentary infrastructure and accessibility such as adequate safety, lighting, sealed access roads, parking, as well as fishing charter operations. The development of new boat ramps will cater for the self drive market, towing their own boat, which is currently the predominant recreational fishing visitor to our destination.

It is encouraging to see the "establishment of new businesses" noted in the *Business Development* chapter within the strategy. The strategy makes the point to "support fishing related businesses to establish themselves within the region" and "bring together businesses to create recreational fishing packages". It is widely accepted in the tourism industry that it can take up to three years to make a profit after establishing a new business, particularly in the area of tour operators. Therefore, the challenge will be how those new businesses are supported to establish (i.e. monetary, licensing etc).

Packaging of accommodation and tour products which are sold via the tourism distribution network is a critical part of growing visitors to our destination, not just for those who are seeking a fishing experience.

Our destination is still establishing, with operators gradually focussing on packaging and contracting with tourism wholesalers and inbound tour operators, whilst developing ways to make the visitor experience seamless via transport connectivity between products and services. The ability and willingness for operators to participate in the tourism distribution network is critical to continued tourism growth, which is why our Organisation invests significant resources and budget annually into digital and trade mentoring programs for our operators.

In summary, the short to medium term focus is to grow the number of visitors within the 400km radius, and beyond to south east Queensland, who will fish whilst visiting our destination.

In the long term, once fishing tour product is established on the Fitzroy River, and actively participating in the tourism distribution network, other markets further afield can be targeted.

Yours sincerely,

Mary Carroll
Chief Executive Officer



Boating & Fishing Survey Executive Summary

A boating and fishing survey was undertaken as part of the development of Draft Rockhampton Recreational Fishing Development Strategy (the draft strategy).

The focus of the survey was to understand details of marine infrastructure usage, ratings and preferences for future marine infrastructure developments. Information was also taken to understand the economic impacts of fishing and boating related activities.

The survey was open to all residents / visitors via an online survey or via paper survey. Interviews were also completed at boat ramps and land based fishing areas along the Fitzroy River.

The consultation period was from the 22 April 2016 to 20 May 2016.

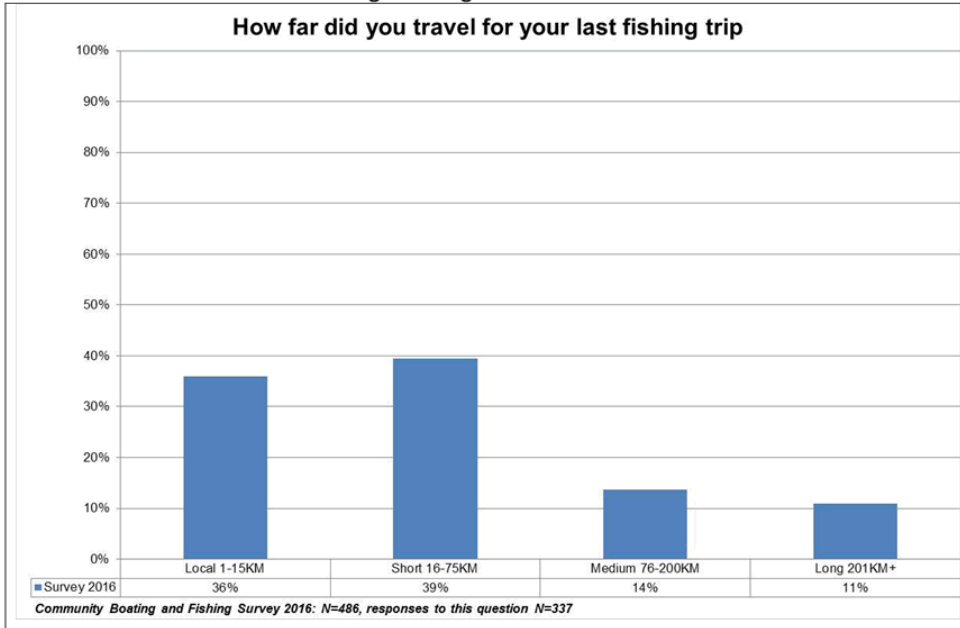
In total 485 surveys were completed, this include mail, online and face to face surveys. With a Regional Fishing population of 22,000 (based on the Statewide Recreational Fishing Survey 2013–14) this provides the sample with a 95% confidence level +/-4.4%.

Main Messages from participants

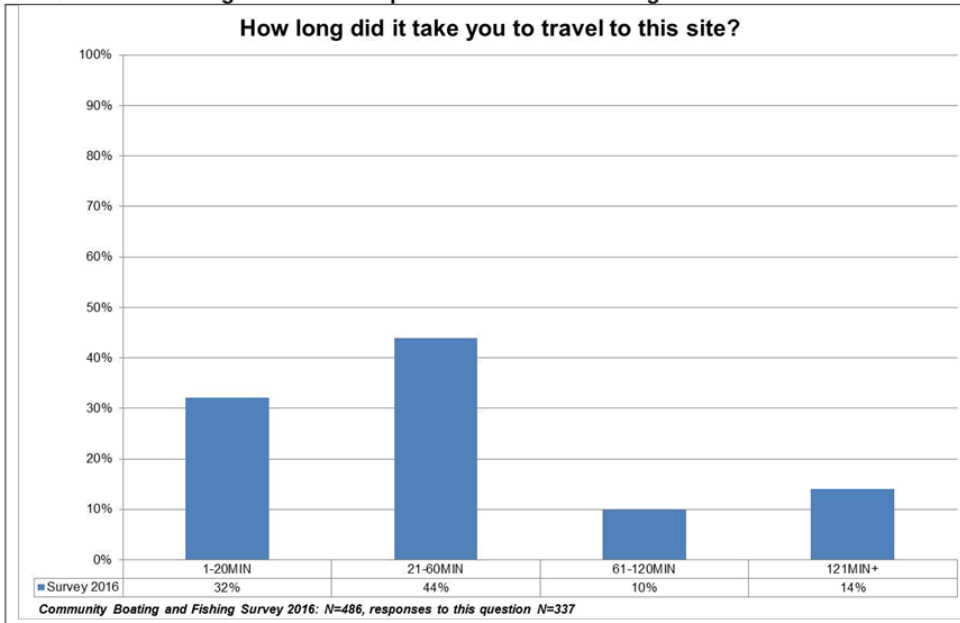
- New marine infrastructure should focus on North Rockhampton and Port Alma.
 - 85% of respondents indicated that the proposed North Rockhampton Boat Ramp facility is a preference for them.
 - 82% of respondents indicated that the proposed North Rockhampton land based fishing areas is a preference for them.
 - 80% of respondents indicated that an extensive the current Port Alma boat ramp facility is a preference for them.
 - 75% of respondents indicated that the proposed Port Alma boat ramp facility is a preference for them.
- Mixed results for existing boat ramp facilities in the Rockhampton Region.
 - Reaney Street and Port Alma facilities did not rate highly with boaties / fishers. 8% rated Reaney Street Boat Ramp as "Good" or "Very Good", 14% rated Port Alma as "Good" or "Very Good".
 - Quay Street Boat Ramp facility rated well with boaties / fishers. 72% rated the Quay Street boat ramp as "Good" or "Very Good". 52% rated the Parking at this facility at "Good" or "Very Good".
- Boaties and Fishers agree that more and better quality infrastructure in the Region is needed.
- Additional facilities at boat ramps rated the highest include – pontoons, Lighting and Toilets.
- Visitors coming to the Region for boating / fishing purposes on average spending \$1270.
 - 48% of visitors that responded to the survey indicated they spend between \$1001 and \$5000 on their fishing related holidays to the Rockhampton Region.
 - 52% of visitors that responded to the survey indicated they spend \$1000 or below on their fishing related holidays to the Rockhampton Region.
- Quay Street Boat Ramp is the most used boat ramp facility in the Rockhampton Region.
- Local spend on boating / fishing trips average spend was \$126 (bait, tackle, boat fuel, food etc...)
 - 29% of respondents indicated spending between \$51-\$100
 - 23% of respondents indicated spending between \$21-\$50
 - 21% of respondents indicated spending between \$101-\$200
 - 16% of respondents indicated spending \$200 or over
 - 11% of respondents indicated spending \$20 or less



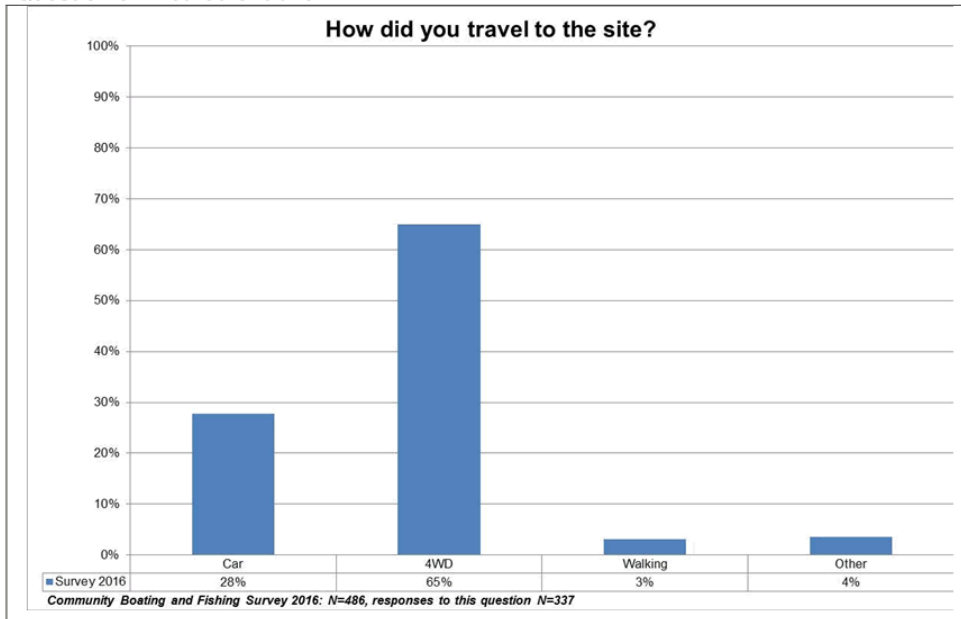
Question on distance travelled to go fishing



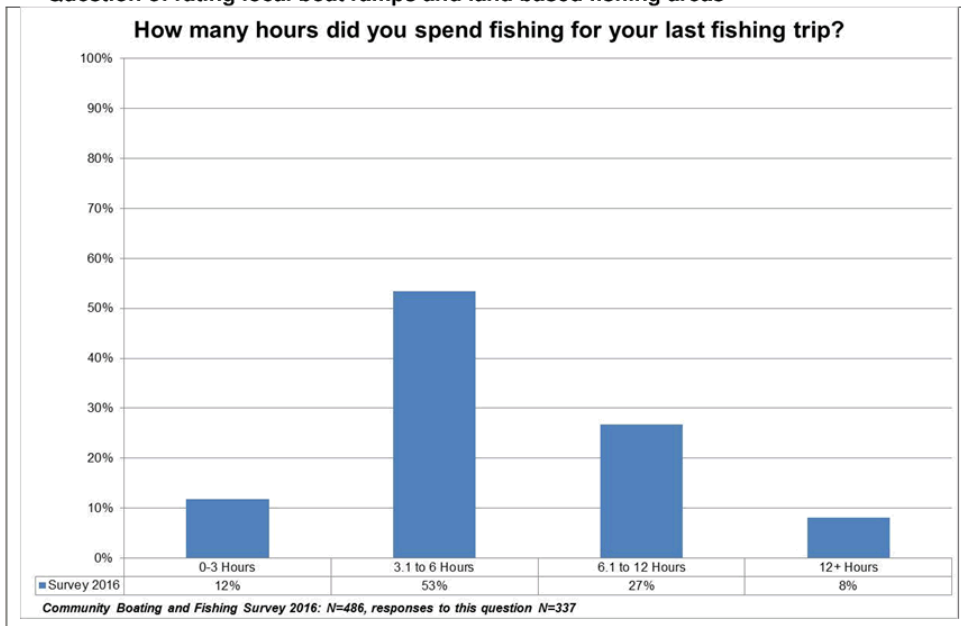
Question of rating local boat ramps and land based fishing areas



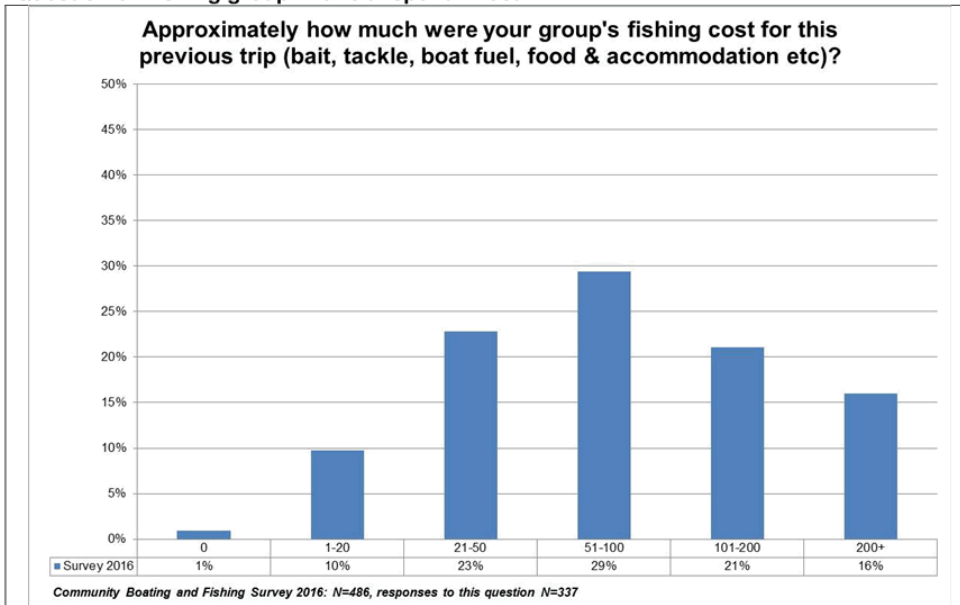
Question on method of travel



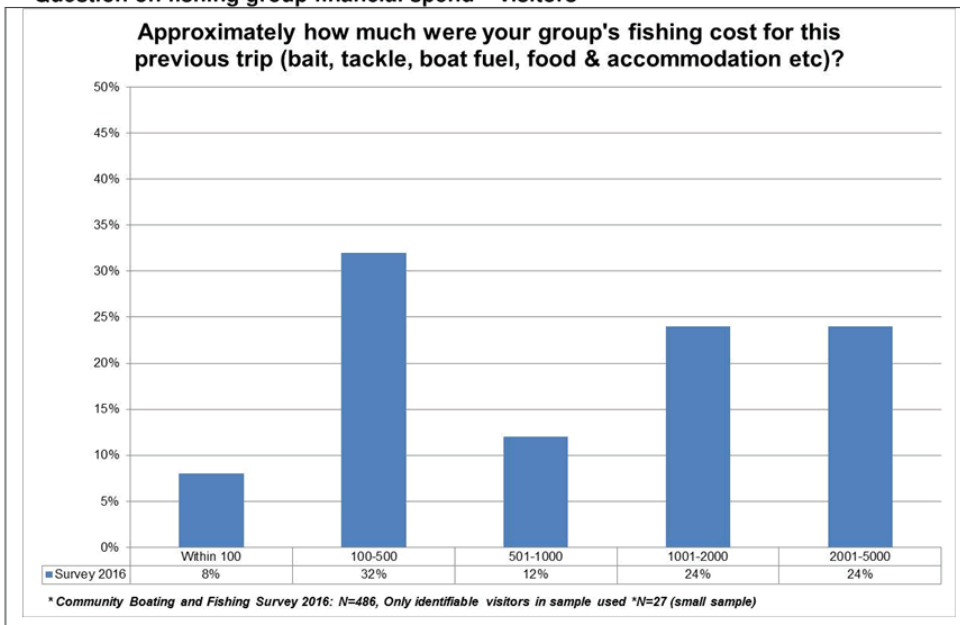
Question of rating local boat ramps and land based fishing areas



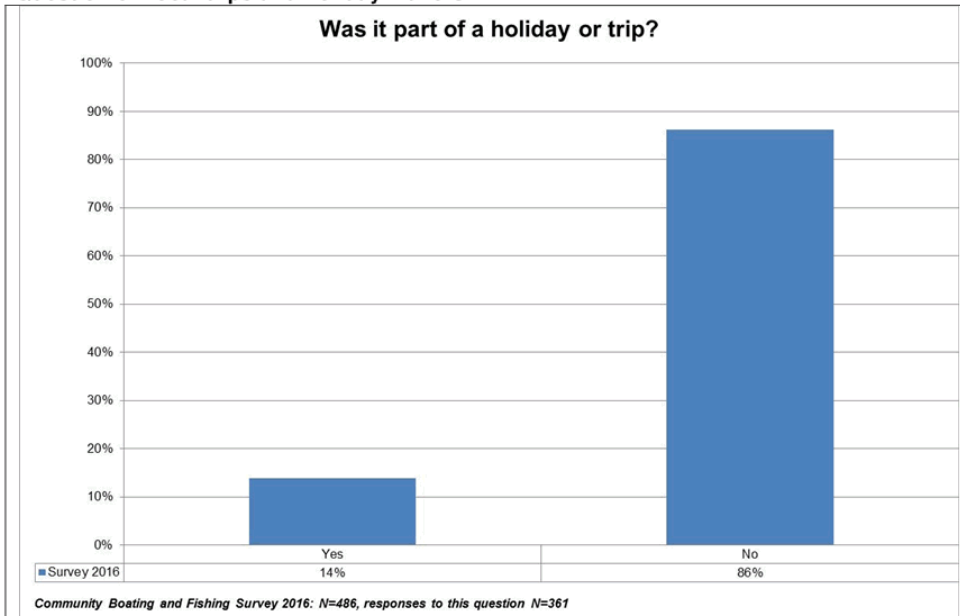
Question on fishing group financial spend – local



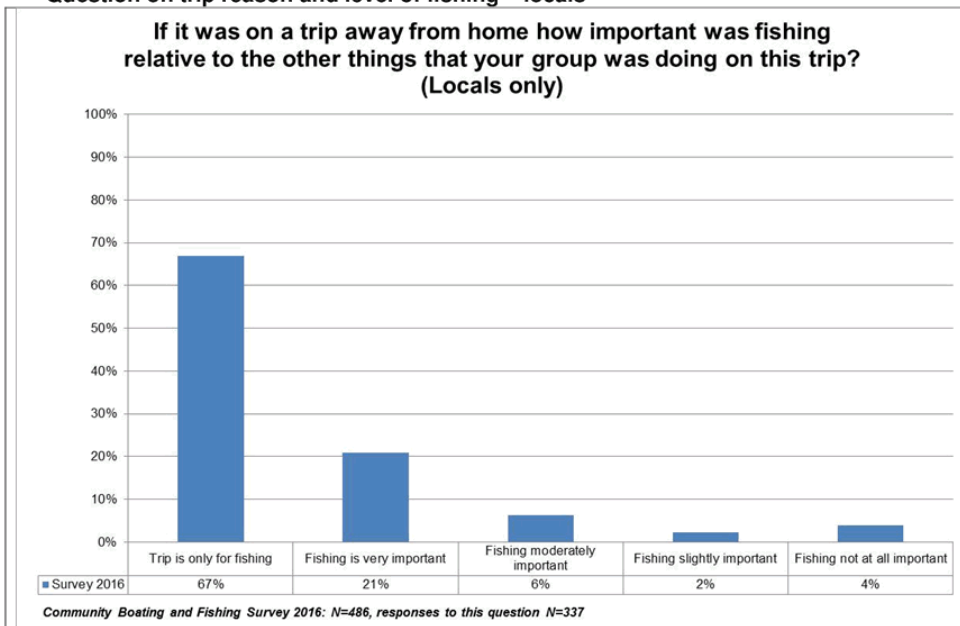
Question on fishing group financial spend – visitors



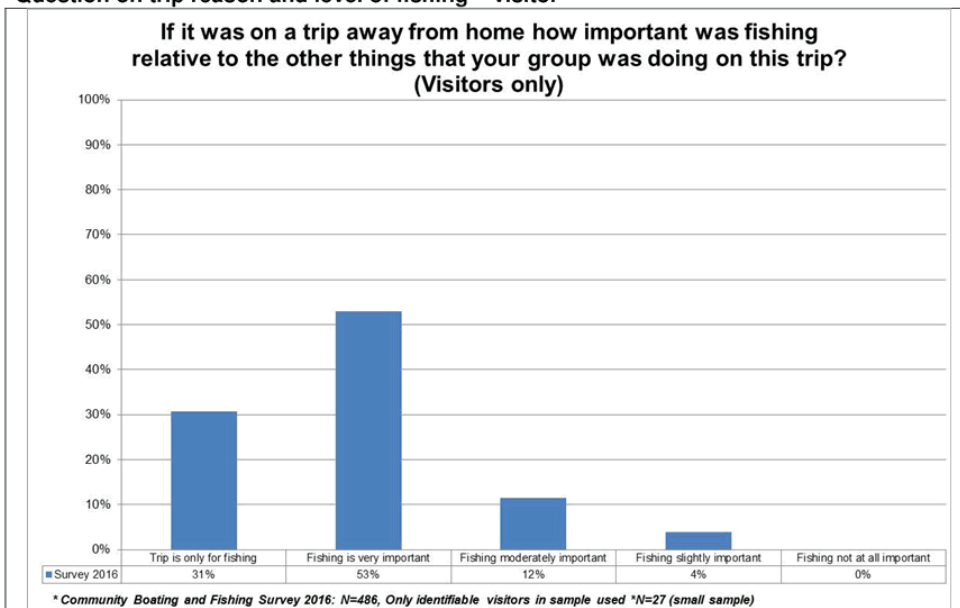
Question on local trips and holiday makers



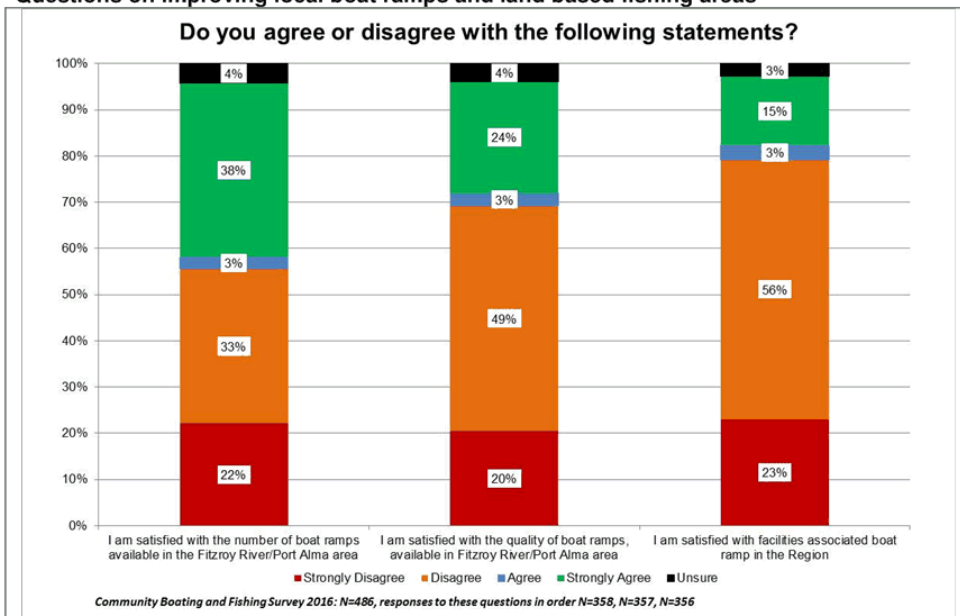
Question on trip reason and level of fishing – locals



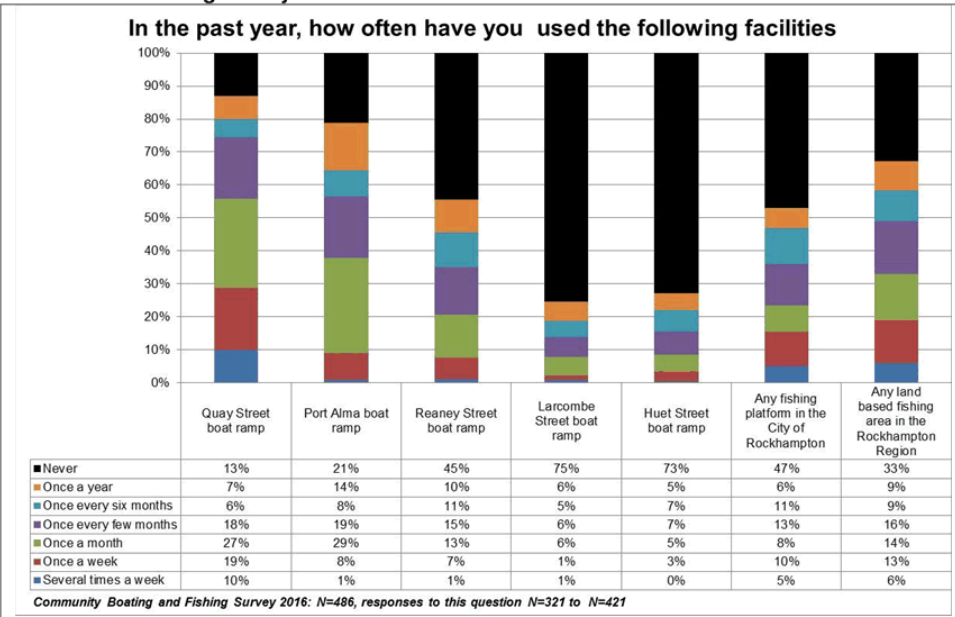
Question on trip reason and level of fishing – visitor



Questions on improving local boat ramps and land based fishing areas



Question on fishing facility use



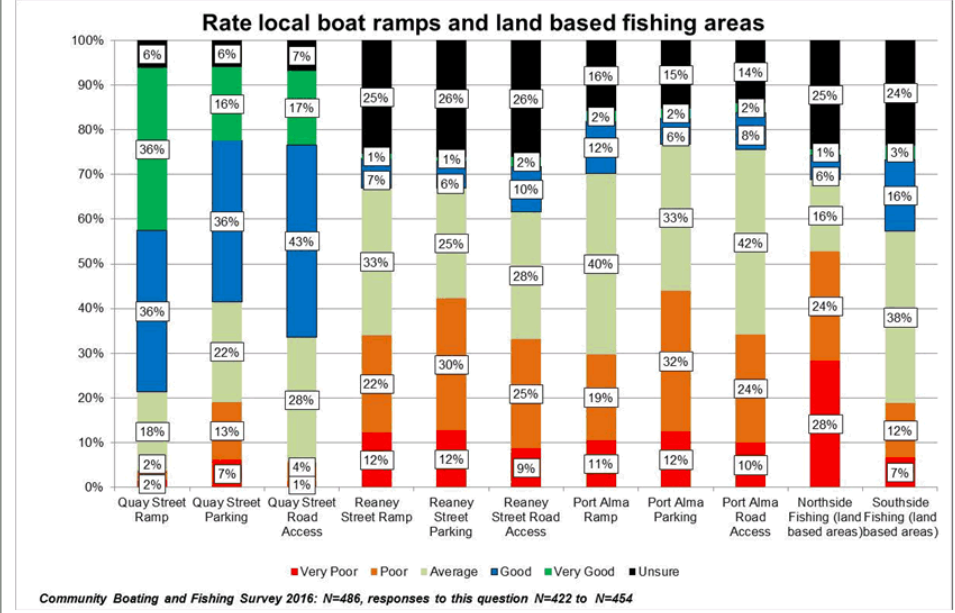
Question preference of additional facilities at boat ramps

Rank which additional facilities are most important at boat ramps.

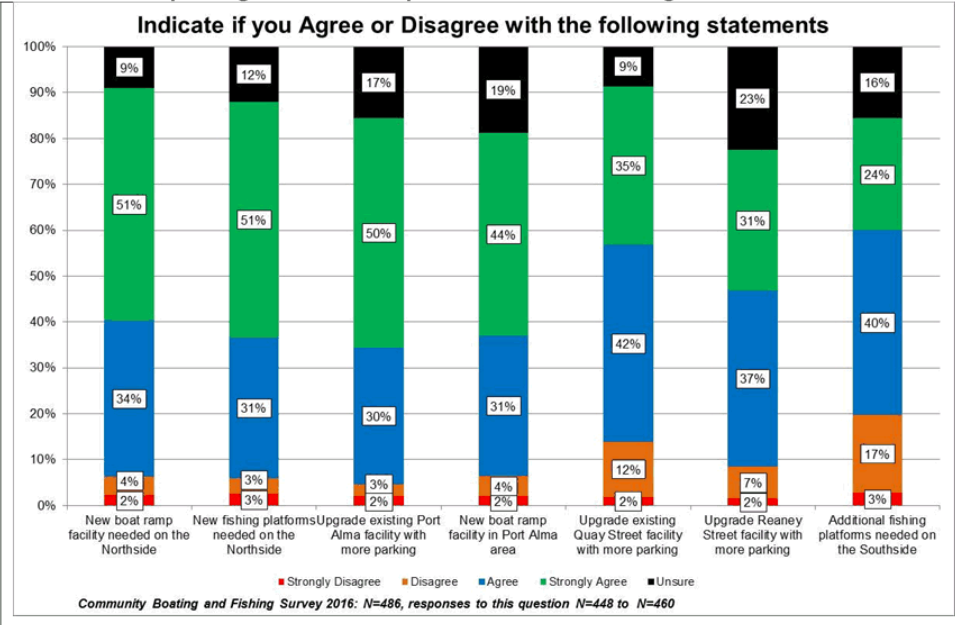
Item	Rank
Pontoons	1
Lighting	2
Toilets	3
Security Measures	4
Sealed Car Parking	5
Designated Land Based Fishing Areas	6
Fish Cleaning Areas	7
BBQ's	8



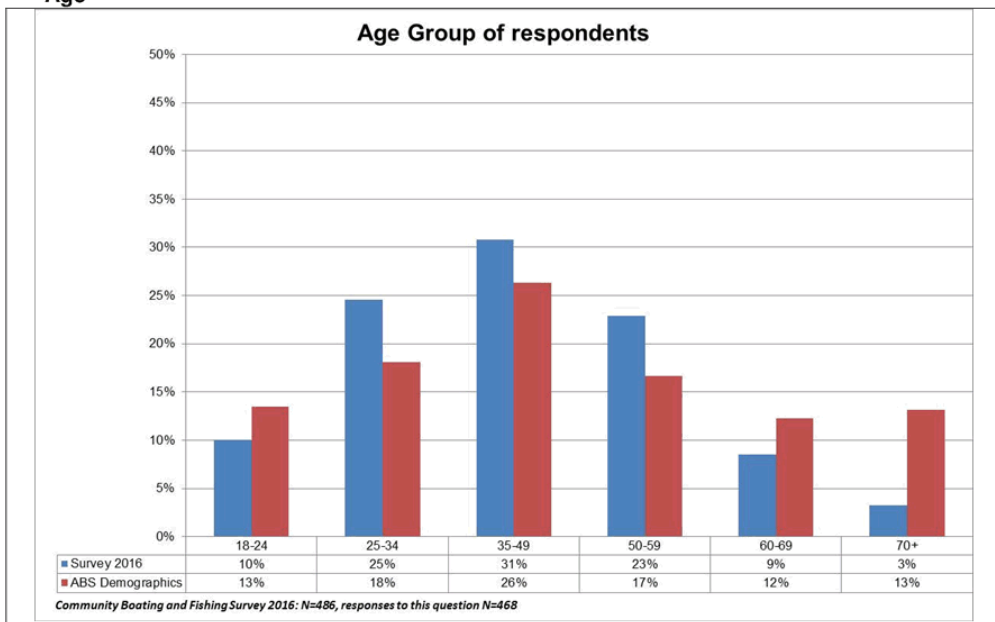
Question of rating local boat ramps and land based fishing areas



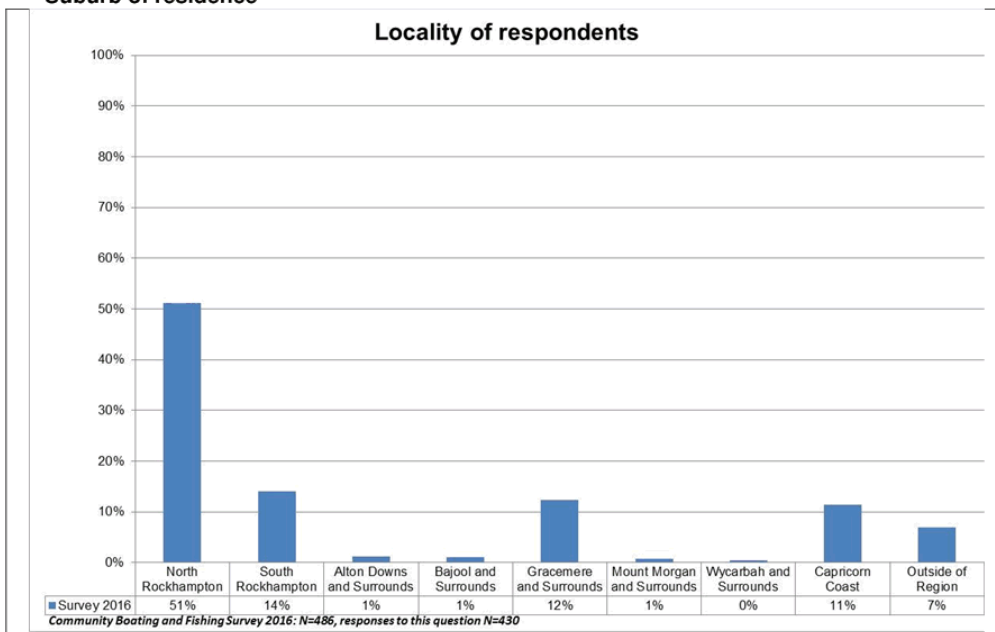
Question on improving local boat ramps and land based fishing areas



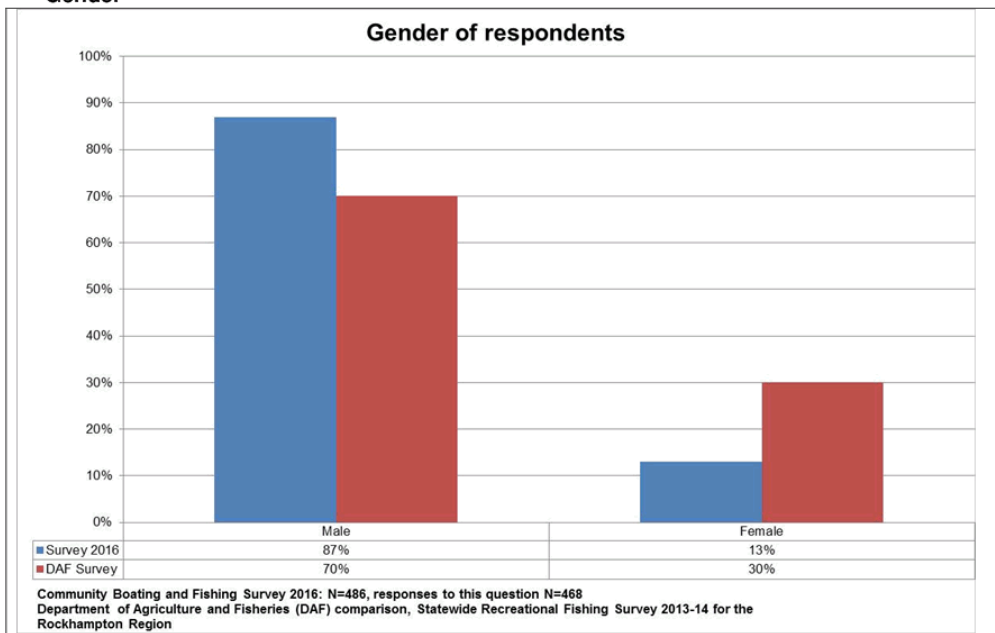
Age



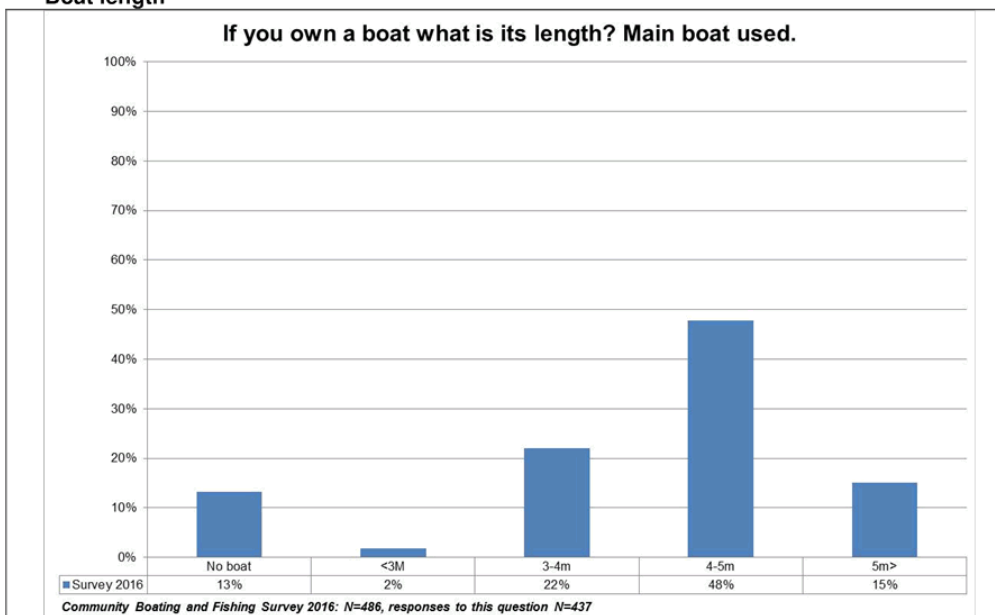
Suburb of residence



Gender



Boat length



Boating & Fishing Tourism Survey

Community Boating and Fishing Survey

To assist the Draft Marine Infrastructure and Fishing Tourism Strategy.

Enquiries: 1300 22 55 77 Fax: 1300 22 55 79
 Address: PO Box 1980, Rockhampton QLD 4700
 Email: wade.clark@rrc.qld.gov.au



Rockhampton
Regional Council

www.rockhamptonregion.qld.gov.au

PRIVACY NOTICE: Rockhampton Regional Council is collecting the personal information you supply in this survey for the purpose of community consultation for the Draft Marine Infrastructure and Fishing Tourism Strategy. Your personal details will not be disclosed to any other person or agency external to Council without your consent unless required or authorised by law.

Rockhampton Regional Council is seeking information on fishing / boating activity to understand the community's perspective on marine infrastructure and fishing / boating economic spend.

Latest Fishing Trip Details

How far did you travel for your last fishing trip?	KM'S (One way)
How long did it take you to travel to this site?	Hours Mins
Did you travel to the site in a:	<input type="checkbox"/> Car <input type="checkbox"/> 4WD <input type="checkbox"/> Walking <input type="checkbox"/> Other:
How many people were in your group (including you)?	
How many hours did you spend fishing for your last fishing trip?	
Approximately how much were your group's fishing cost for this previous trip (bait, tackle, boat fuel, food & accommodation etc)?	\$
Was it part of a holiday or trip?	<input type="checkbox"/> Yes: how many days? _____ <input type="checkbox"/> No
If it was on a trip away from home how important was fishing relative to the other things that your group was doing on this trip?	<input type="checkbox"/> Trip is only for fishing <input type="checkbox"/> Fishing is very important <input type="checkbox"/> Fishing moderately important <input type="checkbox"/> Fishing slightly important <input type="checkbox"/> Fishing not at all important

Questions on fishing facilities

Do you agree or disagree with the following statements? (One response per statement)

	Strongly Disagree	Disagree	Agree	Strongly Agree	Unsure
I am satisfied with the number of boat ramps available in the Fitzroy River/Port Alma area					
I am satisfied with the quality of boat ramps, available in Fitzroy River/Port Alma area					
I am satisfied with facilities associated with boat ramps in Fitzroy River/Port Alma area					

In the past year, how often have you used the following facilities	Several times a week	Once a week	Once a month	Once every few months	Once every six months	Once a year	Never
Quay Street boat ramp	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Port Alma boat ramp	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reaney Street boat ramp	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Larcombe Street boat ramp	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Huet Street boat ramp	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Any fishing platform in the City of Rockhampton	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Any land based fishing area in the Rockhampton Region	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Rank which additional facilities are most important at boat ramps. Start with 1 Most Important

BBQ's Designated land based fishing areas Fish Cleaning Areas
 Lighting pontoons Sealed car parking Security measures Toilets



Community Boating and Fishing Survey

Council is creating a Draft Marine Infrastructure and Fishing Tourism Plan and requires information from the community.

Enquiries: 1300 22 55 77 Fax: 1300 22 55 79
 Address: PO Box 1880, Rockhampton QLD 4700
 Email: enquiries@rrc.qld.gov.au


www.rockhamptonregion.qld.gov.au

Rate local boat ramps and land based fishing areas (One response per statement)						
Rate the following boat ramp facilities	Very Poor	Poor	Average	Good	Very Good	Unsure
Quay Street ramp	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quay Street parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quay Street road access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reaney Street ramp	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reaney Street parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reaney Street road access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Port Alma ramp	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Port Alma parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Port Alma road access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Northside Fishing (land based) areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Southside Fishing (land based) areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Questions on improving local boat ramps and land based fishing areas					
Indicate if you Agree or Disagree with the following statements	Strongly Disagree	Disagree	Agree	Strongly Agree	Unsure
Additional fishing platforms needed on the Southside	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
New boat ramp facility needed on the Northside	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
New fishing platforms needed on the Northside	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
New boat ramp facility needed in Port Alma area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade existing Port Alma facility with better parking and pontoon	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade existing Quay Street facility with more parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade existing Reaney Street facility with more parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Demographics	
Age Group	<input type="checkbox"/> 18-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-49 <input type="checkbox"/> 50-59 <input type="checkbox"/> 60-69 <input type="checkbox"/> 70+
Suburb of Residence	_____ Postcode _____
Gender	<input type="checkbox"/> Male <input type="checkbox"/> Female
If you own a boat what is its length? Main boat used.	<input type="checkbox"/> <3m <input type="checkbox"/> 3-4m <input type="checkbox"/> 4-5m <input type="checkbox"/> >5m <input type="checkbox"/> No boat

If you want to be kept informed and further consulted on the development of the Draft Marine Infrastructure and Fishing Tourism Strategy please fill out the following details:

Name: _____

Address: _____

Email Address: _____

Phone Number: _____



Marine Infrastructure & Fishing Tourism Survey Executive Summary

Rockhampton Regional Council directed a *Marine Infrastructure and Fishing Tourism Strategy* be created to influence more recreational fishing. To help create the Strategy a community engagement has been launched.

To open the community engagement a community conversation was initiated using an open ended survey asking questions on key areas of the Strategy including: marine infrastructure, business development, marketing, fisheries management and the ecology & environment.

The open ended survey was undertaken through an online survey, a hard copy survey and face to face interviews from 11 January 2016 to 8 February 2016. In total, 410 responses were received.

The Department of Agriculture and Fisheries undertake a regular Statewide Recreational Fishing Survey, in the 2013–14 survey there was an estimated 22,000 anglers in the wider Region (Rockhampton and the Capricorn Coast). For the purpose of calculating a Regional population of anglers and boaties this estimate will be used.

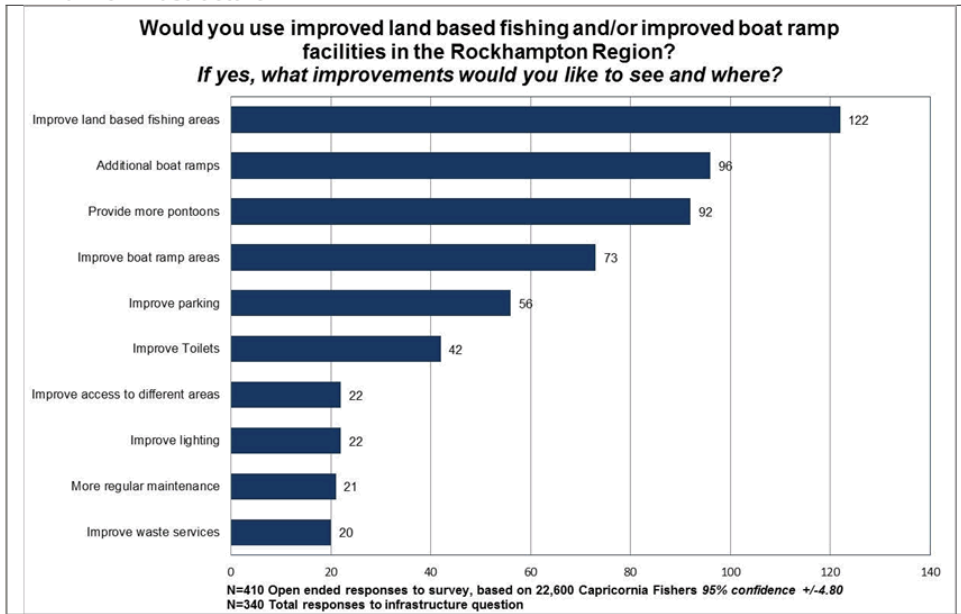
410 responses provides the survey with a 95% confidence level +/-4.8% based on a 22,000 population. In terms of representivity some age groups have a correlation with the ABS service age groups, 25-34 & 35-49 over represented whilst 70+ under represented. Gender representation was higher for males than females.

Main Messages from participants

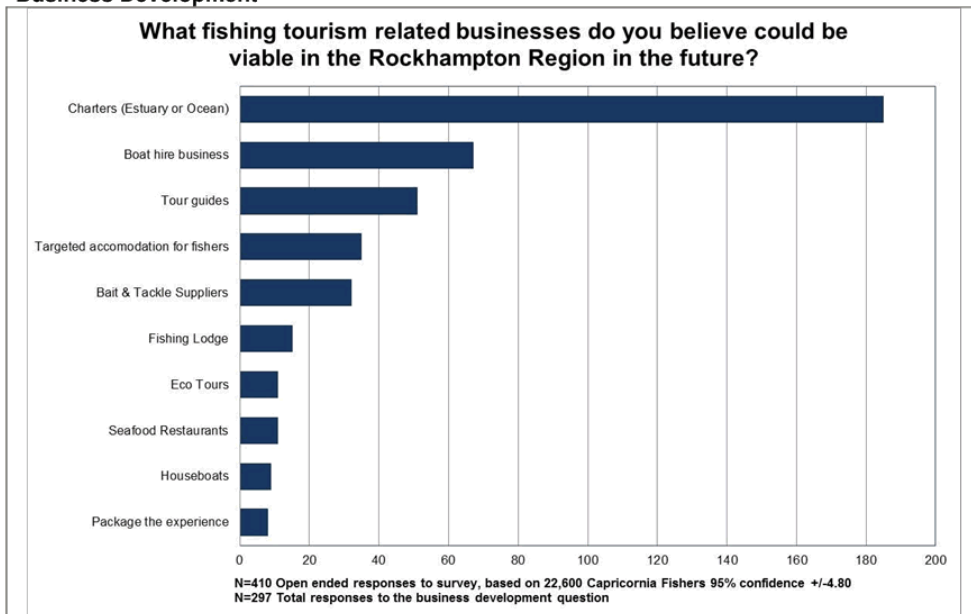
- **83% of respondents want to see improvements to marine infrastructure**
 - A total of 340 respondents out of 410 total respondents wanted to see improvements to items like land based fishing opportunities, boat ramps and boat ramp areas including amenities.
- **Most boating respondents requested improvements to existing boat ramps**
 - Improving boat ramp areas varied from providing more floating pontoons, providing more parking, improving lighting, providing toilets (Port Alma) and improving waste services/bins.
- **Improving land based fishing opportunities is the single most important aspect for local fishers**
 - 36% of those that want to see improvements to infrastructure indicated that land based fishing areas needed to be improved due to current high height of structures / inaccessibility to riverbanks.
- **Additional boats ramps requested at various locations**
 - 28% of those that want to see improvements to infrastructure indicated more boats ramps were needed.
 - Most wanted to see a new facility built on the North side (Callaghan Park) and then at Port Alma.
- **Fishing charters, boat hire, tour guides, targeted accommodation and bait & tackle shops were business development opportunities mentioned by respondents**
 - Other ideas included: fishing lodges, eco tours, seafood restaurants, houseboats, BBQ boats, bait farming, additional caravan parks, food & drink vendors and charter|catch|cook operations.
- **Cost of running a business, floods and needing more tourists key obstacles for the fishing tourism industry**
- **Social media, TV shows and more fishing tournaments key aspects to marketing our Fishery**
 - Many indicated that undertaking these methods (when the fishery was ready) would be the best and easiest way to promote our Region. Some went further seeking rebranding Rockhampton to the *Beef & Barra Capital*.
- **Leveraging off the Barra Bounty and the Women That Fish additional ways to promote the Fishery**
- **Lowering sports fish bag limits, improving compliance, adjusting sports fish size limits were the three main methods fishers indicated to ensuring a sustainable fishery.**
- **Cleaning up the Riverbank/River, Keeping pollutants out of the River and increasing policing were the three main methods fishers thought would improve the local catchment environment.**



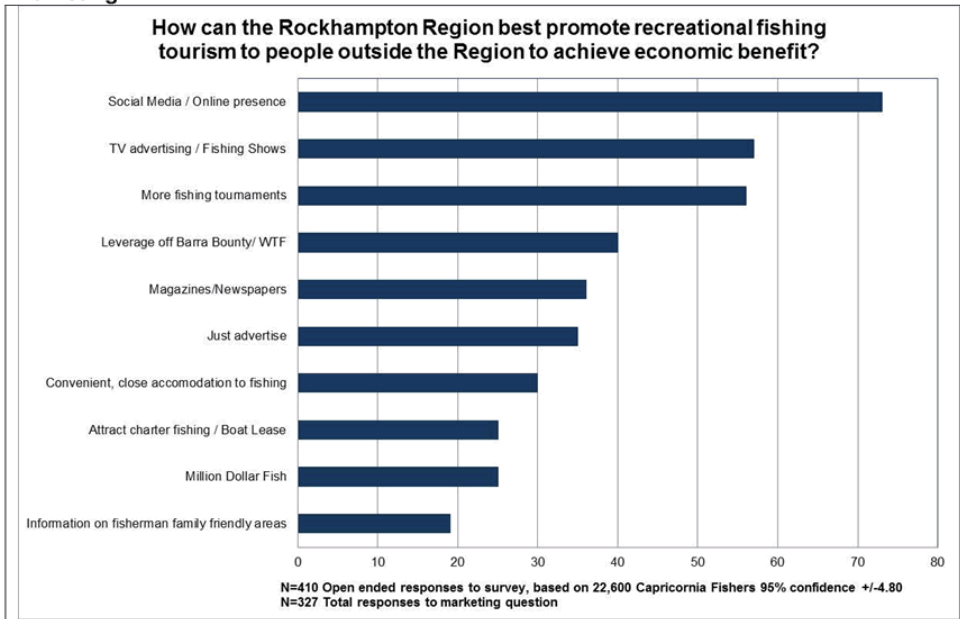
Marine Infrastructure



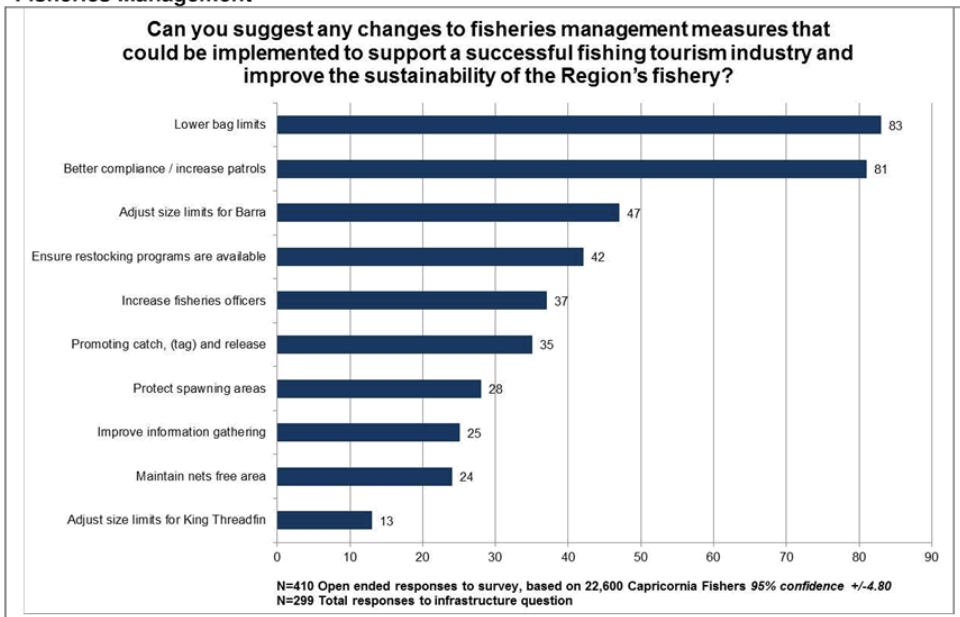
Business Development



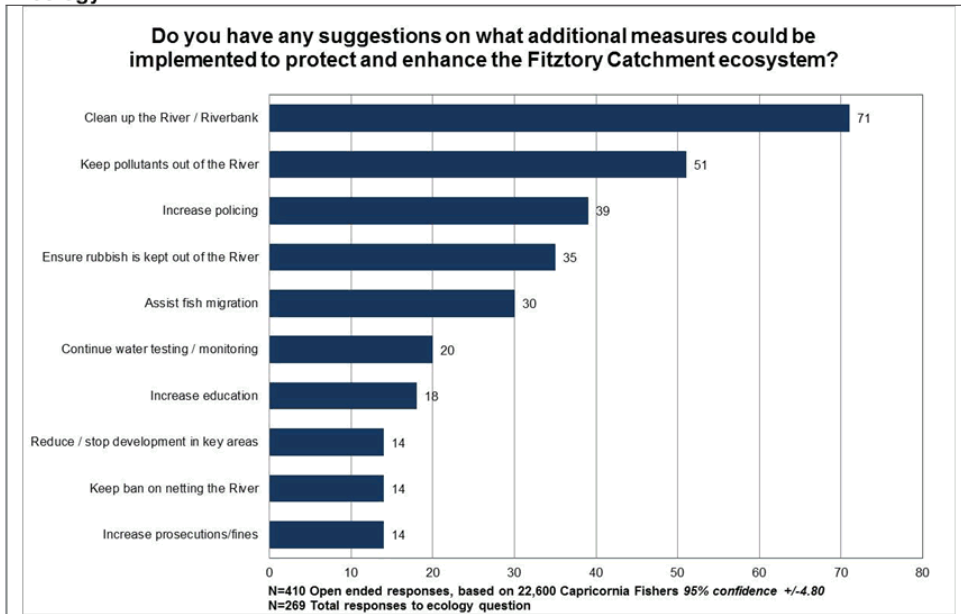
Marketing



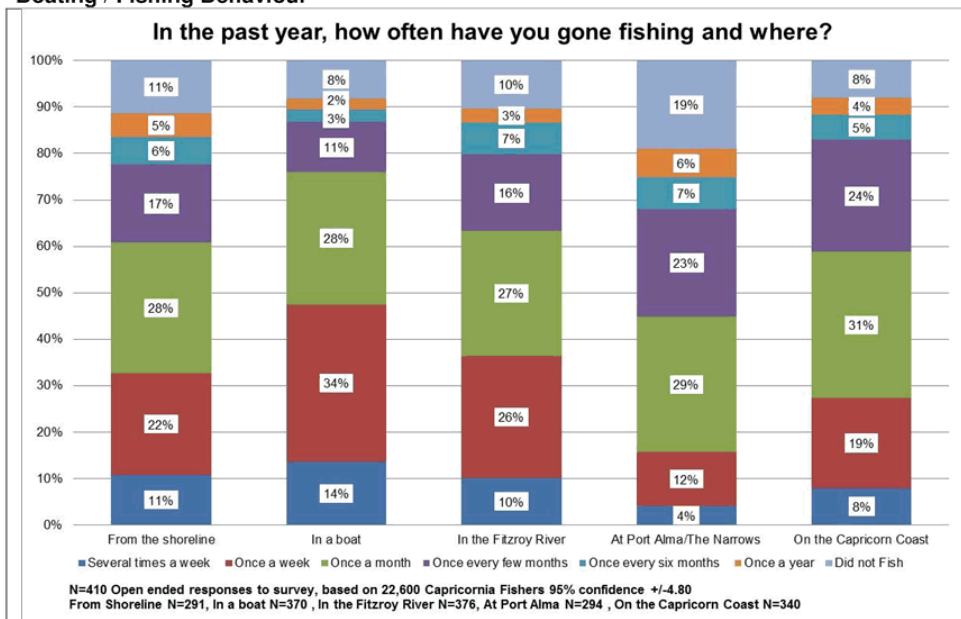
Fisheries Management



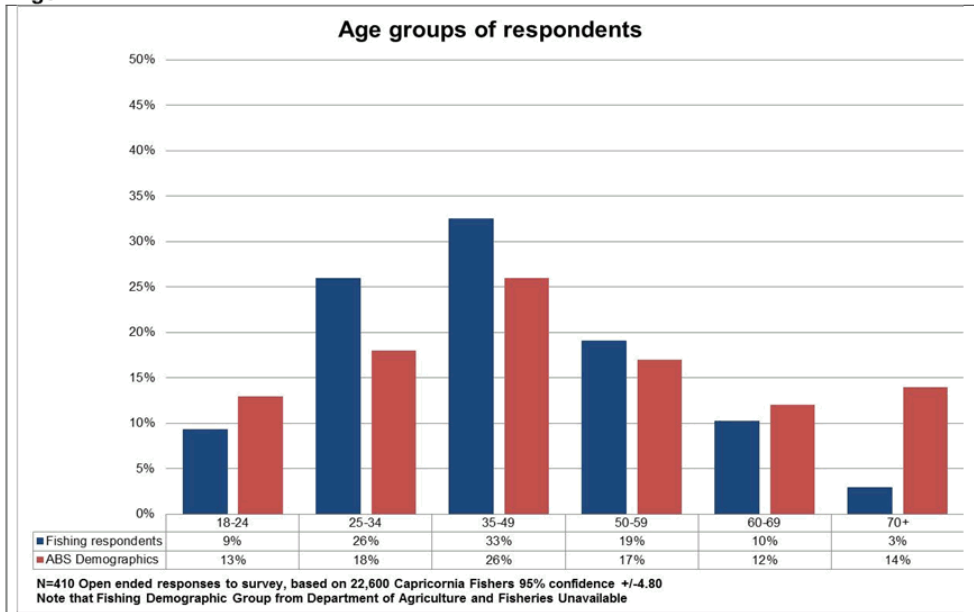
Ecology



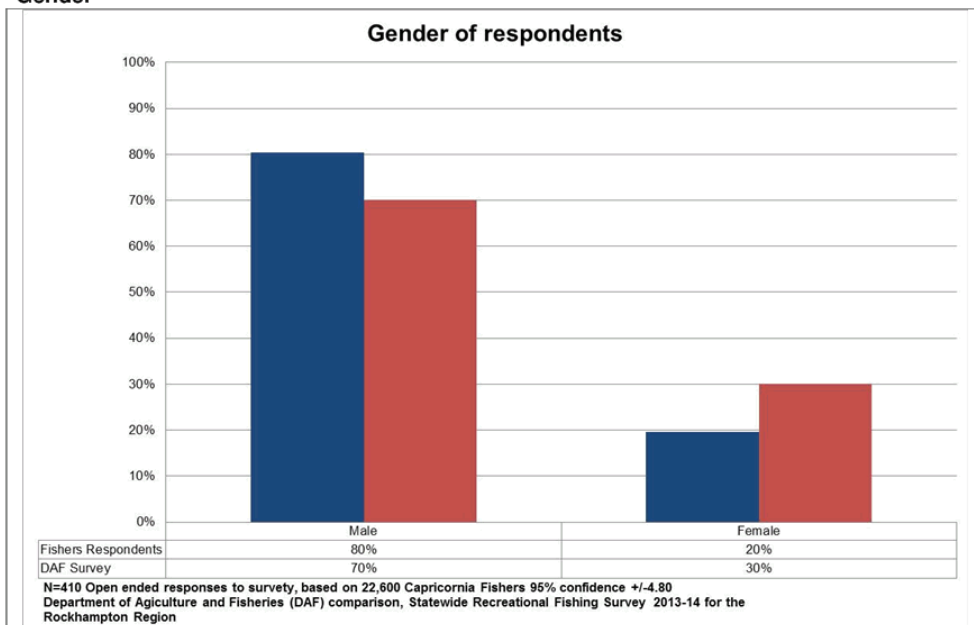
Boating / Fishing Behaviour



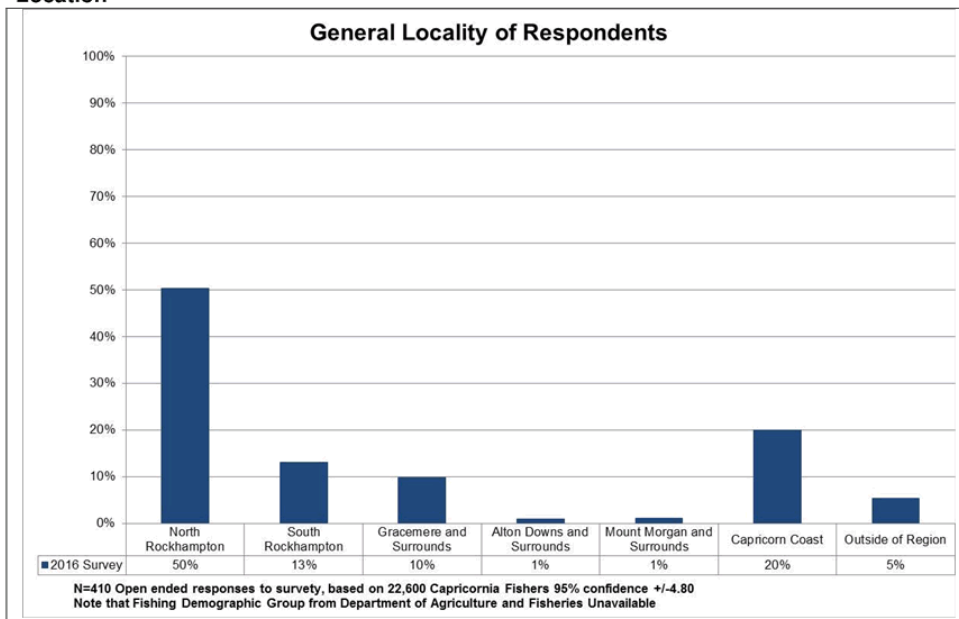
Age



Gender




Location



Marine Infrastructure & Fishing Tourism Survey

Rockhampton Regional Council is creating a Draft Marine Infrastructure and Fishing Tourism Strategy and requires your input to help guide the Plan. Please complete this survey by COB 5 February.

Enquiries: 1300 22 55 77 Fax 1300 22 55 79
 Address: PO Box 1660, Rockhampton QLD 4700
 Email: wade.clark@rrc.qld.gov.au



www.rockhamptonregion.qld.gov.au


PRIVACY NOTICE: Rockhampton Regional Council is collecting the personal information you supply in this survey for the purpose of community consultation for the Draft Marine Infrastructure and Fishing Tourism Strategy. Your personal details will not be disclosed to any other person or agency external to Council without your consent unless required or authorised by law.

Personal information							
Age Group	<input type="checkbox"/> 18-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-49 <input type="checkbox"/> 50-59 <input type="checkbox"/> 60-69 <input type="checkbox"/> 70+						
Suburb (please list)	_____						
Gender	<input type="checkbox"/> Male <input type="checkbox"/> Female						
In the past year, how often have you gone fishing and where?	Several times a week	Once a week	Once a month	Once every few months	Once every six months	Once a year	Did not Fish
From the shoreline	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
In a boat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
In the Fitzroy River	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
At Port Alma/The Narrows	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On the Capricorn Coast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Question on Marine Infrastructure							
Would you use improved land based fishing and/or improved boat ramp facilities in the Rockhampton Region? If yes, what improvements would you like to see and where? (Please list below)							

Question on Marketing / Promotion							
How can the Rockhampton Region best promote recreational fishing tourism to people outside the Region to achieve economic benefit? (Please list below)							

Question on potential fishing related businesses							
What fishing tourism related businesses do you believe could be viable in the Rockhampton Region in the future? What major obstacles do you think these businesses could encounter? (Please list below)							



<p>Rockhampton Regional Council is creating a Draft Marine Infrastructure and Fishing Tourism Plan and requires your input to help guide the Plan.</p> <p>Enquiries: 1300 22 55 77 Fax: 1300 22 55 79 Address: PO Box 1880, Rockhampton QLD 4700 Email: enquiries@rrc.qld.gov.au</p>	 <p>www.rockhamptonregion.qld.gov.au</p>
--	--

<p>Question on Fisheries Management</p> <p>Being proactive in monitoring and maintaining the local fishery will assist new fishing related businesses and allow future generations to enjoy and benefit from this natural resource.</p> <p>Can you suggest any changes to fisheries management measures that could be implemented to support a successful fishing tourism industry and improve the sustainability of the Region's fishery? (Please list below)</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>
<p>Question on the Region's Marine Environment</p> <p>Protecting and enhancing the health of our marine environment and the Fitzroy catchment area is fundamental to a sustainable local fishery.</p> <p>Do you have any suggestions on what additional measures could be implemented to protect and enhance these ecosystems? (Please list below)</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>
<p>Want to be part of the ongoing development of the Plan?</p> <p>If you want to be further informed and consulted on the development of the Draft Marine Infrastructure and Fishing Tourism Plan please fill out the following details:</p> <p>Name: _____</p> <p>Address: _____</p> <p>Email Address: _____</p>
<p>Rockhampton Regional Council appreciates your time to complete this survey. Please return the survey to Council using the ballot box or reply paid envelope provided.</p> <p>Results from this survey will be provided to Council officers and Councillors and then published on the Council's Regional Voice webpage:</p> <p>http://www.rockhamptonregion.qld.gov.au/Community-and-Events/Regional-Voice</p> <p>If you do not have online access please call 1300 22 55 77 for a copy of the results.</p>



11.6 EXEMPTION OF CAR PARKING FEES FOR COMMUNITY EVENTS AT THE PILBEAM THEATRE POLICY**File No:** 1935**Attachments:** 1. Exemptions of Car Parking Fees for Community Events at the Pilbeam Theatre Policy**Authorising Officer:** Michael Rowe - General Manager Community Services**Author:** Peter Owens - Manager Arts and Heritage

SUMMARY

A draft policy to set aside the adopted fees for public parking at the Pilbeam Theatre carpark for major community events is presented for Council's consideration.

OFFICER'S RECOMMENDATION

THAT Council adopt the 'Exemptions of Car Parking Fees for Community Events at the Pilbeam Theatre' Policy.

COMMENTARY

At the Ordinary Council meeting held on 26 April 2016, Council resolved to not undertake parking patrols within the Pilbeam Theatre carpark for the period of the 2016 Rockhampton Eisteddfod and requested that a separate report be prepared to establish a policy position on the matter of parking on the site for community events.

A draft policy document has been developed and is attached for Council's consideration.

It is proposed that Council adopts a policy position that supports the suspension of the parking charges ordinarily levied under Council's adopted fees and charges, for the Pilbeam Theatre Carpark, for periods during which significant large scale community and/or cultural events and celebrations, such as the annual Rockhampton Eisteddfod and Rockhampton Dance Festival, are undertaken.

EXEMPTION OF CAR PARKING FEES FOR COMMUNITY EVENTS AT THE PILBEAM THEATRE POLICY

Exemptions of Car Parking Fees for Community Events at the Pilbeam Theatre Policy

Meeting Date: 13 September 2016

Attachment No: 1



**EXEMPTION OF CAR PARKING FEES FOR COMMUNITY
EVENTS AT THE PILBEAM THEATRE POLICY
(COMMUNITY POLICY)**

1 Scope:

This policy applies to the Pilbeam Theatre car park.

2 Purpose:

To ensure a consistent and equitable approach to the exemption of Council's adopted fees and charges for regulated parking at the Pilbeam Theatre car park.

3 Related Documents:**Primary**

Nil

Secondary

Local Law No. 5 (Parking) 2011
Subordinate Local Law No. 5 (Parking) 2011
Fees and Charges Schedule

4 Definitions:

To assist in interpretation, the following definitions apply:

Council	Rockhampton Regional Council
Fees and Charges	Council fees and charges contained within the schedules adopted annually in accordance with <i>Local Government Regulation 2012</i>

5 Policy Statement:

The public car park bounded by Quay Lane, Cambridge and Bolsover Streets, Rockhampton as detailed in Schedule of 2 *Subordinate Local Law No.5 (Parking) 2011* and known as Pilbeam Theatre car park is declared an off-street regulated parking area.

Council's fees and charges are fixed annually by Council in accordance with the *Local Government Regulation 2012* and apply for the use of the Pilbeam Theatre car park.

Council is committed to supporting large scale community and/or cultural events and celebrations. In the interest of the wider community Council exempts the regulated parking charges that would apply under normal circumstances during the periods of the annual Rockhampton Eisteddfod and the Rockhampton Dance Festival.

6 Review Timelines:

Corporate Improvement and Strategy use only

Adopted/Approved: Draft
Version: 1
Reviewed Date:

Department: Community Services
Section: Arts and Heritage
Page No.: Page 1 of 2

This policy will be reviewed when any of the following occur:

- 6.1. The related information is amended or replaced; or
- 6.2. Other circumstances as determined from time to time by the Council.

7 Responsibilities:

Sponsor	Chief Executive Officer
Business Owner	General Manager Community Services
Policy Owner	Manager Arts and Heritage
Policy Quality Control	Corporate Improvement and Strategy

**EVAN PARDON
CHIEF EXECUTIVE OFFICER**

Corporate Improvement and Strategy use only

Adopted/Approved: Draft
Version: 1
Reviewed Date:

Department: Community Services
Section: Arts and Heritage
Page No.: Page 2 of 2

11.7 LOCAL GOVERNMENT INFRASTRUCTURE PLAN (LGIP) AMENDMENT

File No:	11344
Attachments:	1. Draft LGIP Document 2. Community Engagement Plan
Authorising Officer:	Martin Crow - Acting General Manager Regional Services
Author:	Cameron Wyatt - Coordinator Strategic Planning

SUMMARY

Amendments to planning legislation in 2014 included new requirements for a LGIP and LGIP preparation. Councils were given until 30 June 2016 to be compliant or could seek an extension for up to two years. At the 26 April 2016 Council Meeting, Council resolved to request a two year extension which was approved on 23 May 2016.

At the time of adopting the new Rockhampton Region Planning Scheme the only major outstanding step was the third party review of the LGIP. That has now been completed by Buckley Vann and the first state interest check has been completed. This report deals with all the outstanding matters required for Council to complete an LGIP amendment to the planning scheme, including public consultation.

OFFICER'S RECOMMENDATION

THAT the draft Local Government Infrastructure Plan and Schedule of Works model, as attached to the report, undergoes public consultation, as per state statutory guidelines; 03/14 Local government infrastructure plans and 01/16 Making and amending local planning instruments (MALPI).

COMMENTARY

The local government infrastructure plan (LGIP) that is currently within the Rockhampton Region Planning Scheme document is not a compliant LGIP in accordance with statutory guideline 03/14. To be a compliant LGIP in accordance with the guideline the LGIP is required to be reviewed by a third party.

At a Council meeting held on 27 October 2015, Council resolved to make a LGIP in accordance with the Sustainable Planning Act (SPA) 2009. Buckley Vann was appointed by Council for the independent review. This review was undertaken and at the Council meeting held on 26 April 2016, Council resolved that the LGIP be submitted to the Planning Minister for the first state review. This review has been completed and on 19 July 2016 the Minister approved the LGIP to proceed to the public consultation step.

The independent and state interest reviews have not resulted in any significant or substantial changes to the current approved LGIP document contained within the planning scheme. The only changes proposed include updating wording for clarity and referencing additional extrinsic material. There has been no change to the priority infrastructure area and minimal change to the schedules of works. Council had requested to forgo public consultation; however the Minister did not approve this request.

The statutory guideline required that the LGIP be made compliant prior to 30 June 2016 or the ability for Council to issue infrastructure charges notices (ICNs) would be removed, however extensions of up to two years were available on request. Council resolved to apply for an extension at the 26 April 2016 Council meeting, this request was approved by the Deputy Director General on 23 May 2016.

LEGISLATIVE CONTEXT

SPA and associated statutory instruments were amended in 2014.

The amendments included a requirement for local governments to adopt a LGIP prepared in accordance with statutory guidelines 03/14, Local government infrastructure plans and 01/16, Making and amending local planning instruments. After 30 June 2016 councils were not able to issue an Infrastructure Charges Notice (ICN) or condition for necessary infrastructure in the absence of a compliant LGIP. The Minister released advice that allows the deadline to be extended by up to 2 years, subject to an agreed program for completion of the LGIP. Council has been granted an extension by the minister until 30 June 2018.

Up until commencement of the amendments Council was preparing a Priority Infrastructure Plan (PIP). Transitional arrangements included with the SPA amendments provided for the PIP to automatically become a LGIP upon commencement of the new Planning Scheme. However the resultant LGIP is not compliant until updated in accordance with statutory guideline 03/14.

The new guideline contains a checklist of requirements for a compliant LGIP. One of these is a Schedule of Works (SoW) model that includes new and existing trunk infrastructure. The LGIP has to be externally reviewed by an independent reviewer, appointed and paid for by Council from a prequalified statutory panel established by the government. This review has been completed and on 26 April 2016, Council resolved that the LGIP be submitted to the Planning Minister for the first state review. This review has been completed and on 19 July 2016 the Minister approved the LGIP to continue to the public consultation step.

CONCLUSION

Council has now completed all the steps necessary to advance to the state interest review of an LGIP amendment to adopt a compliant LGIP. Public consultation now needs to be undertaken in accordance with the statutory guidelines.

**LOCAL GOVERNMENT
INFRASTRUCTURE PLAN (LGIP)
AMENDMENT**

Draft LGIP Document

Meeting Date: 13 September 2016

Attachment No: 1

Part 4 Local government infrastructure plan

4.1 Preliminary

- (1) This local government infrastructure plan has been prepared in accordance with the requirements of the *Sustainable Planning Act 2009*.
- (2) The purpose of the local government infrastructure plan (LGIP) is to:
 - (a) integrate infrastructure planning with the land use planning identified in the planning scheme;
 - (b) provide transparency regarding a local government's intentions for the provision of trunk infrastructure;
 - (c) enable a local government to estimate the cost of infrastructure provision to assist its long-term financial planning;
 - (d) ensure that trunk infrastructure is planned and provided in an efficient and orderly manner; and
 - (e) provide a basis for the imposition of conditions about infrastructure on development approvals.
- (3) The local government infrastructure plan:
 - (a) states in section 4.2 (planning assumptions) the assumptions about future growth and urban development including the assumptions of demand for each trunk infrastructure network;
 - (b) identifies in section 4.3 (priority infrastructure area) the prioritised area to accommodate urban growth up to 2031;
 - (c) states in section 4.4 (desired standards of service) for each trunk infrastructure network the desired standard of performance;
 - (d) identifies in section 4.5 (plans for trunk infrastructure) the existing and future trunk infrastructure for the following networks:
 - (i) water supply;
 - (ii) sewerage;
 - (iii) transport;
 - (iv) stormwater; and
 - (v) public parks and land for community facilities; and
 - (e) states in section 4.6 (extrinsic material) any extrinsic material referenced by the local government infrastructure plan.

4.2 Planning assumptions

- (1) The planning assumptions state the assumptions about:
 - (a) population and employment growth; and
 - (b) the type, location, scale and timing of development including the demand for each trunk infrastructure network.
- (2) The planning assumptions together with the desired standards of service form a basis for the planning of the trunk infrastructure networks and the determination of the priority infrastructure area.
- (3) The planning assumptions have been prepared for:
 - (a) the base date 30 June 2012 and the following projection years to accord with future Australian Bureau of Statistics census years:
 - (i) mid 2012–mid 2016
 - (ii) mid 2016–mid 2021
 - (iii) mid 2021–mid 2026
 - (iv) mid 2026–mid 2031; and
 - (v) beyond mid 2031.
 - (b) the LGIP development types in column 2 that include the uses in column 3 of Table 4.2.1 – Relationship between LGIP development categories, LGIP development types and uses.
 - (c) The LGIP mapping uses locality areas, these are identified in Table SC3.1 – Locality area reference index in Schedule 3—Local government infrastructure plan mapping and tables.

Table 4.2.1 – Relationship between LGIP development categories, LGIP development types and uses

Column 1 LGIP development category	Column 2 LGIP development type	Column 3 Planning scheme land uses
Residential development	Dwelling house	Dwelling house
	Dual occupancy	Dual occupancy
	Multiple dwelling	Dwelling unit, multiple dwelling, retirement facility, residential care facility
	Other dwelling	Caretaker's accommodation, community residence, hospital, hotel, non-resident workforce accommodation, relocatable home park, resort complex, rooming accommodation, short-term accommodation, tourist park
Non-residential development	Retail	Adult store, agricultural supplies store, bar, car wash, food and drink outlet, function facility, garden centre, hardware and trade supplies, hotel, market, nightclub entertainment facility, outdoor sales, roadside stall, service station, shop, shopping centre, showroom, theatre, tourist attraction, veterinary services
	Commercial	Funeral parlour, home based business, office, sales office
	Industrial	Brothel, bulk landscape supplies, extractive industry, high impact industry, landing, low impact industry, marine industry, medium impact industry, port services, research and technology industry, service industry, special industry, transport depot, warehouse, winery

	Community purposes	Air services, cemetery, child care centre, club, community care centre, community use, crematorium, detention facility, educational establishment, emergency services, health care services, hospital, indoor sport and recreation, major sport, recreation and entertainment facility, motor sport facility, outdoor sport and recreation, park, place of worship, residential care facility
	Other*	Animal husbandry, animal keeping, aquaculture, cropping, environment facility, intensive animal industry, intensive horticulture, major electricity infrastructure, nature-based tourism, outstation, parking station, permanent plantation, renewable energy facility, rural industry, rural workers' accommodation, substation, telecommunications facility, utility installation, wholesale nursery

* These uses are the remaining un-modelled planning scheme uses and are not presented in the planning assumptions.

- (4) Details of the methodology used to prepare the planning assumptions are stated in the extrinsic material.

4.2.1 Population and employment growth

- (1) A summary of the assumptions about population and employment growth for the planning scheme area is stated in Table 4.2.1.1 – Population and employment assumptions summary.

Table 4.2.1.1– Population and employment assumptions summary

• Column 1 • Description	• Column 2 • Assumptions						• Ultimate development
	• Base date (2012)	• 2016	• 2021	• 2026	• 2031		
• Population	• 88,951	• 97,311	• 104,096	• 116,026	• 120,732	• 145,973	
• Employment	• 34,036	• 40,728	• 47,694	• 55,427	• 60,783	• 226,058	

Editor's note – The population figures includes both the resident and non-resident population.

- (2) Detailed assumptions about growth for each projection area and LGIP development type category are identified in the following tables in Schedule 3 Local government infrastructure plan mapping and tables:
- for population, Table SC3.1.1.1 – Existing and projected population; and
 - for employment, Table SC3.1.2.1 – Existing and projected employees.

4.2.2 Development

- (1) The developable area is represented by zones relating to urban uses not affected by the constraints (to the extent stated), identified by Council in Table 5 of the Planning Assumptions Report.
- (2) The planned density for future development is stated in Table SC3.2.1.1 – Assumed scale of development for residential uses, and Table SC3.2.1.2 – Assumed scale of development for non-residential uses, in Schedule 3—Local government infrastructure plan mapping and tables.
- (3) A summary of the assumptions about future residential and non-residential development for the planning scheme area is stated in Table 4.2.2.1 – Residential dwellings and non-residential floor space assumptions summary.

Table 4.2.2.1 – Residential dwellings and non-residential floor space assumptions summary

Column 1 Description	Column 2 Assumptions					
	Base date (2012)	2016	2021	2026	2031	Ultimate development
Residential dwellings	36,323	40,046	43,291	48,651	50,782	63,640
Non-residential floor space (m ² GFA)	2,146,931	2,449,175	2,806,312	3,337,799	3,633,058	15,143,029

- (4) Detailed assumptions about future development for each projection area and LGIP development type are identified in the following tables in Schedule 3 Local government infrastructure plan mapping and tables:
 - (a) for residential development, Table SC3.1.3.1 – Existing and projected dwellings; and
 - (b) for non-residential development, Table SC3.1.4.1 – Existing and projected non-residential floor space.

4.2.3 Infrastructure demand

- (1) The demand generation rate for a trunk infrastructure network is stated in:
 - (a) for residential zones, Table SC3.2.2.1 – Residential zones planned demand;
 - (b) for non-residential zones, Table SC3.2.2.2 – Non-residential zones planned demand;
 - (c) for residential uses, Table SC3.2.2.3 – Residential uses planned demand; and
 - (d) for non-residential uses, Table SC3.2.2.4 – Non-residential uses planned demand.

Editor's note – This local government infrastructure plan has been developed using a single region wide service catchment.

4.3 Priority infrastructure area

- (1) The priority infrastructure area identifies the area prioritised for the provision of trunk infrastructure to service the existing and assumed future urban development up to 2031.
- (2) The priority infrastructure area is identified on Local Government Infrastructure Plan map PIA-1 to PIA-4 located in schedule 3 – Local government infrastructure plan mapping and tables of the Rockhampton Region Planning Scheme.

4.4 Desired standards of service

- (1) This section states the key standards of performance for a trunk infrastructure network.
- (2) The desired standards of service are supported by the more detailed network design standards included in planning scheme policies, legislation, statutory guidelines and other relevant controlled documents about design standards identified below.

4.4.1 Water supply network desired standards of service

- (1) The desired standards of service for the water supply network are detailed in Table 4.4.1.1.
- (2) Council aims to provide reticulated potable water supply to meet the demands of consumers and fire fighting requirements.
- (3) It is acknowledged that in some cases, due to local circumstances, the desired standards of service may not be met. In these situations, water supply trunk infrastructure aims to meet the standards to the greatest degree practicable.

Table 4.4.1.1 — Water supply network design desired standards of service

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Reliability/continuity of supply	The water supply system has been designed to provide water twenty-four (24) hours a day seven (7) days a week.	<ul style="list-style-type: none"> • Rockhampton Region Planning Scheme — Section 3.7 Infrastructure and Services, Part 9 — Development codes and Schedule 6 — Planning scheme policies. • Section 3 and Table 3.1 FRW Strategic Asset Management Plan 22/11/2012. • <i>Water Supply (Safety & Reliability) Act 2008</i>. • Compliance with the requirements of the System Leakage Management Plan for the Rockhampton Region. • Fitzroy River Water Drought Management Plan. • Capricorn Municipal Development Guidelines – Design Specifications and Standard Drawings.
Adequacy of supply	The objective of the water supply system is to provide a reticulated potable water supply to meet the demands imposed upon it by both the consumer and fire fighting requirements.	<ul style="list-style-type: none"> • Rockhampton Region Planning Scheme — Section 3.7 Infrastructure and Services, Part 9 Development codes, Schedule 6 — Planning scheme policies. • Capricorn Municipal Development Guidelines — Design Specifications and Standard Drawings. • <i>Water Supply (Safety & Reliability) Act 2008</i>. • Compliance with the requirements of the System Leakage Management Plan for the Rockhampton Region. • Fitzroy River Water Drought Management Plan.
Quality of supply	Water quality is in accordance with recognised standards and regulatory standards that	<ul style="list-style-type: none"> • Australian Drinking Water Quality Guidelines issued by the National Health and Medical Research Council.

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
	safeguard community health.	<ul style="list-style-type: none"> Section 3 Table 3.2 FRW Strategic Asset Management Plan 22/11/2012. Council's Drinking Water Quality Management Plan.
Environmental impacts	The environmental impacts of the water supply network are minimised in accordance with regulatory requirements and community expectations.	<ul style="list-style-type: none"> Rockhampton Region Planning Scheme — Section 3.7 Infrastructure and Services, Part 9 Development codes, Schedule 6 — Planning scheme policies. Compliance with the requirements of the <i>Environmental Protection Act 1994</i>. <i>Water Supply (Safety & Reliability) Act 2008</i>.
Pressure and leakage management	The water supply network is monitored and managed to maintain the reliability and adequacy of supply and to minimise environmental impacts.	<ul style="list-style-type: none"> Rockhampton Region Planning Scheme — Section 3.7 Infrastructure and Services, Part 9 Development codes, Schedule 6 — Planning scheme policies. Compliance with the requirements of the System Leakage Management Plan for the Rockhampton Region. <i>Water Supply (Safety & Reliability) Act 2008</i>.
Infrastructure design/planning standards	Design of the water supply network will comply with established guidelines, codes and standards.	<ul style="list-style-type: none"> Rockhampton Region Planning Scheme — Section 3.7 Infrastructure and Services, Part 9 Development codes, Schedule 6 — Planning scheme policies. Capricorn Municipal Development Guidelines – Design Specifications and Standard Drawings. Design criteria in Table 4.4.1.2. Water Supply Code of Australia WSA 03-2011. State Planning Guidelines for Water Supply and Sewerage April 2010.

Table 4.4.1.2 — Water supply network design criteria

Design criteria	Measure
Average Day (AD) Demand	500 litres per Equivalent Person per day (L/EP/Day)
Maximum Day (MD) Demand	1.9 x Average Day (AD)
Maximum Hour (MH) Demand	1/12 x Maximum Day (MD)
One (1) Equivalent Tenement (ET)	2.7 Equivalent Persons (EP)
Minimum service pressure	22 metres head at the centroid of the residential lot during normal diurnal flow
Maximum service pressure	80 metres head
Fire fighting network pressure	12 metres minimum in the water supply network
Fire flow for residential area	15 litres per second for a duration of two (2) hours

	at minimum pressure of 120 kilopascals (kPa)
Fire flow for industrial/commercial area	30 litres per second for a duration of four (4) hours at minimum pressure of 120 kilopascals (kPa)
Pipeline design maximum velocity	Two (2) metres per second
Reservoir emergency capacity	One (1) Maximum Day for the supply zone

4.4.2 Sewerage network desired standards of service

- (1) The desired standards of service for the sewerage network are detailed in Table 4.4.2.1 below.
- (2) Council aims to provide reticulated sewerage to meet the demands of consumers and the Environmental Protection Agency.
- (3) The objective of the sewerage system is to transport sewage from domestic, commercial and industrial properties using gravity flow pipes and where this is uneconomical, by pumping to the treatment plant.
- (4) It is acknowledged that in some cases, due to local circumstances, the desired standards of service may not be met. In these situations, sewerage trunk infrastructure aims to meet the standards to the greatest degree practicable.

Table 4.4.2.1 — Sewerage network desired standards of service

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Reliability	Provide effective sewerage services and ensure the sewerage system operates adequately and with minimal disruption.	<ul style="list-style-type: none"> • Rockhampton Region Planning Scheme — Section 3.7 Infrastructure and Services, Part 9 Development codes, Schedule 6 — Planning scheme policies. • In accordance with Council's Drinking Water Quality Management Plan.
Quality of treatment	<p>Operate the sewerage system efficiently and effectively, ensuring the highest value for effluent is received for all sewerage treatment plants.</p> <p>The quality of treatment ensures the health of the community, the safe and appropriate level of treatment and proper disposal of treated effluent.</p>	<ul style="list-style-type: none"> • Compliance with the requirements of the <i>Environmental Protection Act 1994</i>. • Tables 2.15 to 2.18 Fitzroy River Water Strategic Asset Management Plan 22/11/2012. • Compliance with the requirement of the Environmental Authority for each treatment plant.
Environmental impacts	Operate the sewerage system efficiently and effectively and minimise sewage overflows and interruptions. The sewerage system operates in accordance with environmental and regulatory requirements and community expectations.	<ul style="list-style-type: none"> • Rockhampton Region Planning Scheme — Section 3.7 Infrastructure and Services, Part 9 Development codes, Schedule 6 — Planning scheme policies. • Compliance with the requirements of the <i>Environmental Protection Act 1994</i>. • Compliance with the requirement of the Environmental Authority for each treatment plant.
Effluent reuse	Effluent is reused wherever practical and feasible and in accordance with regulatory requirements and community expectations.	<ul style="list-style-type: none"> • Compliance with the requirements of the <i>Environmental Protection Act 1994</i>. • Queensland Water Recycling Guidelines – December 2005.

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
		<ul style="list-style-type: none"> Water Supply (Safety and Reliability) Act 2008.
Infrastructure design/planning standards	Design of the sewerage network will comply with the established guidelines, codes and standards.	<ul style="list-style-type: none"> Rockhampton Region Planning Scheme — Section 3.7 Infrastructure and Services, Part 9 Development codes, Schedule 6 — Planning scheme policies. Capricorn Municipal Development Guidelines – Design Specifications and Standard Drawings. Design criteria in Table 4.4.2.2. State Planning Guidelines for Water Supply and Sewerage April 2010. Sewerage Code of Australia WSA 02-2002. <i>Water Supply (Safety and Reliability) Act 2008.</i>

Table 4.4.2.2 — Sewerage network design criteria

Design criteria	Measure
One (1) Equivalent Person (EP)	200 litres per Equivalent Person per day (L/EP/day)
One (1) Equivalent Tenement (ET)	2.7 Equivalent Person (EP)
Average Dry Weather Flow (ADWF)	540 litres per Equivalent Tenement per day (L/ET/day)
Peak Dry Weather Flow (PDWF)	2.5 x Average Dry Weather Flow (ADWF)
Wet Weather Flow (WWF)	Five (5) x Average Dry Weather Flow (ADWF)
Sewage pump station emergency storage	Four (4) hours minimum
Total sewage pump station capacity	Five (5) x Average Dry Weather Flow (ADWF) minimum
Gravity Main Minimum velocity at Peak Dry Weather Flow (PDWF)	0.75 metres per second
Gravity Main Maximum velocity at Wet Weather Flow (WWF)	Two (2) metres per second
Rising main minimum scouring velocity	0.75 metres per second
Rising main maximum velocity	Two (2) metres per second

4.4.3 Transport network desired standards of service

The transport network contains three integrated systems of:

- (1) Roads
 - (a) the desired standards of service for roads are largely dependent on the road hierarchy classification, lanes, traffic loading, traffic pattern and level of service (LOS); and
 - (b) the desired standards of service apply to all trunk infrastructure roads within the Rockhampton Regional Council area in accordance with Table 4.4.3.1.
- (2) Public transport
 - (a) bus facilities to include bus stopping treatments and shelters in accordance with Table 4.4.3.1.
- (3) Pedestrian and cycle network
 - (a) The desired standards of service for cycleways and pedestrian pathways relate to the road hierarchy and geometric design considerations required for their construction in accordance with Table 4.4.3.1 below.

It is acknowledged that in some cases, due to local circumstances, the desired standards of service may not be met. In these situations, transport trunk infrastructure aims to meet the standards to the greatest degree practicable.

Table 4.4.3.1 — Transport network desired standards of service

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Road network design/planning standards	<p>The road network provides a functional urban and rural hierarchy that supports settlement patterns, commercial and economic activities and freight movement.</p> <p>Design of the road system aims to meet minimum Level of Service (LOS) C at the Planning Horizon Peak Hour Pattern for the particular site.</p>	<ul style="list-style-type: none"> • Rockhampton Region Planning Scheme — Section 3.7 Infrastructure and Services, Part 9 Development codes, Schedule 6 — Planning scheme policies. • Capricorn Municipal Development Guidelines — Design Specifications and Standard Drawings. • The Queensland Department of Transport and Main Roads Road Planning and Design Manual. • Australian Standards. • Austroads guides. • Road Link Mid-block Level of Service (LOS): <ul style="list-style-type: none"> ○ Deemed to Comply Volumes identified in Table 4.4.3.2; or ○ Level of Service C identified in Table 4.4.3.3. • Intersection Level of Service (LOS) – Level of Service C identified in Table 4.4.3.4 and Table 4.4.3.5.
Public Transport design/planning standards	<p>Ensure development accommodates the access to and integration of public transport services.</p> <p>Provide bus stops including bus bays, shelters, seating and bus information systems in accordance with Council's adopted standards identified in the planning scheme.</p>	<ul style="list-style-type: none"> • Rockhampton Region Planning Scheme — Section 3.7 Infrastructure and Services, Part 9 Development codes, Schedule 6 — Planning scheme policies. • Capricorn Municipal Development Guidelines — Design Specifications and Standard Drawings. • Design accords with the performance criteria set by Department of Transport and Main Roads. • Queensland Government TransLink Transit Authority Public Transport Infrastructure Manual. • Austroads Guides for road-based public transport and high-occupancy vehicles.
Cycleway and pathway design/planning standards	<p>Cycleways and pathways provide a safe and convenient network that encourages walking and cycling as acceptable travel alternatives. The cycleway and pathway network is kept continuous to avoid isolated</p>	<ul style="list-style-type: none"> • Rockhampton Region Planning Scheme — Section 3.7 Infrastructure and Services, Part 9 Development codes, Schedule 6 — Planning scheme policies. • Capricorn Municipal Development Guidelines —

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
	sections of the network. Design of the network will comply with Council's adopted standards identified in the planning scheme.	Design Specifications and Standard Drawings. <ul style="list-style-type: none"> • Australian Standards. • Austroads Guides. • Complete Streets.

Table 4.4.3.2 — Levels of service (LOS) — Deemed to comply volumes

Road classification	Traffic volumes (AADT)
Major rural collector	1,000 – 8,000
Rural arterial	> 8,000
Industrial collector	5,000 – 8,500
Major urban collector	3,001 – 6,000
Urban sub-arterial	6,001 – 10,000
Urban arterial	> 10,000

Table 4.4.3.3 — Levels of service (LOS) criteria for trunk roads using percentage of base free-flow speed and percentage of time spent following

Level of service	Description	Percentage of base free-flow speed	Percentage of time spent following
A	Free flow	> 85%	≤ 40%
B	Reasonably free flow	68% - 85%	41% - 55%
C	Stable flow	51% - 67%	56% - 70%
D	Approaching unstable flow	41% - 50%	71% - 85%
E	Unstable flow	31% - 40%	86% - 99%
F	Forced or breakdown flow	≤ 30%	100%

Table 4.4.3.4 — Level of service (LOS) criteria for road intersections using delay

Level of service	Average delay per vehicle (d) in seconds		
	Signalised intersections	Roundabouts	Unsignalised intersections
A	$d \leq 10$	$d \leq 10$	$d \leq 10$
B	$10 < d \leq 20$	$10 < d \leq 20$	$10 < d \leq 15$
C	$20 < d \leq 35$	$20 < d \leq 35$	$15 < d \leq 25$
D	$35 < d \leq 55$	$35 < d \leq 50$	$25 < d \leq 35$
E	$55 < d \leq 80$	$50 < d \leq 70$	$35 < d \leq 50$
F	$80 < d$	$70 < d$	$50 < d$

Table 4.4.3.5 — Maximum degree of saturation for road intersections

Road network item	Maximum degree of saturation
Signalised intersections	0.9
Roundabouts	0.85
Unsignalised intersections	0.8
Signalised intersections (State-controlled)	0.9

4.4.4 Stormwater network desired standards of service

The function of Council's stormwater drainage systems is to collect and convey stormwater through respective catchment areas while:

- (1) causing a minimal nuisance, danger or damage to people or property; and
- (2) maintaining a water quality that protects and enhances environmental values.

It is acknowledged that in some cases, due to local circumstances, the desired standards of service may not be met. In these situations, stormwater trunk infrastructure aims to meet the standards to the greatest degree practicable.

The Defined Flood Event (DFE) and Defined Flood Level (DFL) are defined in the Rockhampton Regional Planning Scheme.

Table 4.4.4.1 outlines the planning and design criteria for the stormwater network within the Rockhampton Regional Council area.

Table 4.4.4.1 — Stormwater network desired standards of service

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Quantity	Collect and convey stormwater in natural and engineered channels, piped drainage network and overland flow paths to a lawful point of discharge, in a safe manner that protects life and property.	<ul style="list-style-type: none"> • Rockhampton Region Planning Scheme — Section 3.7 Infrastructure and Services, Part 9 Development codes, Schedule 6 — Planning scheme policies. • Capricorn Municipal Development Guidelines — Design Specifications and Standard Drawings. • Queensland Urban Drainage Manual.
Quality	The water quality of urban catchments and waterways is managed to protect and enhance environmental values and pose no health risk to the community.	<ul style="list-style-type: none"> • Local water quality guidelines prepared in accordance with the State Planning Policy Guideline State Interest - Water Quality (2013). • Queensland Water Quality Guidelines. • State Planning Policy Guideline State Interest – Water Quality (2013).
Environmental impacts	Where appropriate, adopt water-sensitive urban design principles and on-site water quality management to achieve the water quality objectives set out in the <i>Environmental Protection Act 1994</i> .	<ul style="list-style-type: none"> • Rockhampton Region Planning Scheme — Section 3.7 Infrastructure and Services, Part 9 Development codes, Schedule 6 — Planning scheme policies. • Capricorn Municipal Development Guidelines — Design Specifications and Standard Drawings. • <i>Environmental Protection (Water) Policy 2009</i>.
Infrastructure design/planning standards	Design of the stormwater network will comply with established codes and standards.	<ul style="list-style-type: none"> • Rockhampton Region Planning Scheme — Section 3.7 Infrastructure and Services, Part 9 Development codes, Schedule 6 — Planning scheme policies. • Capricorn Municipal Development Guidelines —

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
		Design Specifications and Standard Drawings. <ul style="list-style-type: none"> • Queensland Urban Drainage Manual. • Australian Rainfall and Runoff (ARR). • Brisbane City Council - Natural Channel Design Guidelines.

4.4.5 Public parks and land for community facilities network desired standards of service

The desired standards of service for the public parks and land for community facilities trunk infrastructure are shown in Tables 4.4.5.1 to 4.4.5.6 – desired standards of service – public parks and land for community facilities and should be read in conjunction with Councils adopted technical standards – Capricorn Municipal Development Guidelines.

It is acknowledged that in some cases, due to local circumstances, the desired standards of service may not be met. In these situations, public parks and land for community facilities trunk infrastructure aims to meet the standards to the greatest degree practicable.

Table 4.4.5.1 — Public parks and land for community facilities network desired standards of service

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Functional network	A network of parks and community land is established to provide for the full range of recreational and sporting activities and pursuits.	<ul style="list-style-type: none"> • Parks and community land are provided at a local, district and local government area wide level. • Parks and community land address the needs of both recreation and sport.
Accessibility	Public parks and land for community facilities will be located to ensure adequate pedestrian, cycle and vehicle access. Collocate land for multi-purpose community facilities with parks and recreation land and commercial/retail centres.	<ul style="list-style-type: none"> • 2,000 square metres of land for community facilities is to be provided when such land is co-located with a district and regional park. • Accessibility standards are identified in Table 4.4.5.3.
Suitability of land	Public parks and land for community facilities will be provided to a standard that supports a diverse range of recreational, sporting, community and health-promoting activities to meet community expectations. This includes ensuring land is of an appropriate size, configuration and slope, and has an acceptable level of flood immunity.	<ul style="list-style-type: none"> • The rate of land provision is identified in Table 4.4.5.2. • The minimum size, shape of land, minimum desired flood immunity, maximum desired grade and road frontage and visibility for land is identified in Table 4.4.5.4.
Facilities/embellishments	Public parks and land for community facilities contain a range of embellishments to	Indicative embellishments for each type of park, land for community facilities and sports

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
	complement the type and purpose of the park.	grounds are identified in Tables 4.4.5.5 and 4.4.5.6.
Infrastructure design/performance standards	Maximise opportunities to collocate recreational parks and land for community facilities in proximity to other community infrastructure, transport hubs and valued environmental and cultural assets.	Local government standards in the planning scheme and planning scheme policies Australian Standards.

Table 4.4.5.2 — Rate of land provision

Infrastructure type	Rate of provision (hectare per 1,000 people)	
	District	Local government wide
Recreation park	0.8	0.5
Sports ground	2.5	2.5
Land for community facilities	Rate of provision to be determined by minimum land sizes and at least one (1) district facility per the following planning sectors: <ul style="list-style-type: none"> • North Rockhampton • South Rockhampton • Gracemere. 	Rate of provision to be determined by minimum land sizes and at least one (1) regional facility per the following planning sectors: <ul style="list-style-type: none"> • North Rockhampton • South Rockhampton.

Table 4.4.5.3 — Accessibility standard

Infrastructure type	Accessibility standard (kilometres)	
	District	Local government wide
Recreation park	2.5 kilometres in urban areas and within 500 metres of a public transport pick up/drop off point.	Local government area and within 500 metres of a public transport pick up/drop off point.
Sports ground	2.5 kilometres in urban areas and within 500 metres of a public transport pick up/drop off point.	Local government area and within 500 metres of a public transport pick up/drop off point.
Land for community facilities	Within 800 metres of a public transport pick up/drop off point.	Within 500 metres of a public transport pick up/drop off point.

Table 4.4.5.4 — Public parks and land for community facilities characteristics

Characteristic	Recreation parks and land for community facilities		Sports grounds	
	District	Regional	District	Regional
Minimum size of open space (hectares)	Two (2) hectares of usable space for parkland	Six (6) hectares of usable space for parkland	A minimum of three (3) hectares, sufficient to boast two (2) fields per one (1) oval collocating and room for ancillary	A minimum of four (4) hectares, sufficient to boast three (3) fields per two (2) ovals collocating and room for ancillary
	One (1) hectare of usable space for land for community facilities	1.5 hectares of usable space for land for community facilities		

Characteristic	Recreation parks and land for community facilities		Sports grounds	
	District	Regional	District	Regional
			facilities (club house, toilets, car parking)	facilities (club house, toilets, car parking)
Shape of land	The preferred shape for a park/land for community facilities is square to rectangular with the sides no greater than 2:1		To maximise the area available for playing fields, a square or rectangular shape is considered most efficient	
Minimum desired flood immunity for parks	At least twenty-five (25) per cent of total area above 2% AEP with main activity area/s above 1% AEP	At least fifty (50) per cent of total area above 2% AEP with main activity area/s above 1% AEP and free of hazards	Free of hazards. Ninety per cent of land above 5% AEP. Fields/courts above 2% AEP. Built facilities above 1% AEP	
Maximum desired grade	Recreation parks — average grade of 1:14 for eighty (80) per cent of the area of the park to facilitate wheelchair access to parks. Variable topography is satisfactory for the remaining area No area of the park will have a grade greater than 1:6 Community facilities — a maximum grade of no more than six (6) per cent for the entirety of the site or ten (10) per cent for the footprint of the community facility	Recreation parks — average grade of 1:20 for main use areas, 1:50 for kick about area, and variable topography for remainder No area of the park will have a grade greater than 1:6 Community facilities — a maximum grade of no more than six (6) per cent for the entirety of the site or ten (10) per cent for the footprint of the community facility	Laser levelling to a maximum gradient of playing surface 1:100	
Road frontage and visibility	Twenty-five (25) per cent of park perimeter to have direct road frontage, preferably on a collector road	Fifty (50) per cent of park perimeter to have direct road frontage, preferably on a collector road	Twenty-five (25) per cent of the ground perimeter to have direct road frontage	

Table 4.4.5.5 — Indicative embellishments for the hierarchy of recreation parks

Park element	District	Local government-wide
Internal roads	None	As required to service car parking and access requirements
Car parking	Forty (40) sealed car parks	Minimum of 120 sealed car parks
Fencing/bollards, lock rail	Fencing/bollards along road frontages and including a lock rail	Fencing/bollards along road frontages and including a lock rail
Lighting	Lighting to all roadways, parking, picnic nodes and primary pedestrian paths	Lighting to all roadways, parking, picnic nodes and primary pedestrian paths
Toilets/public amenities	One (1) toilet	Two (2) toilets
Pedestrian pathway access	2.2 metre wide concrete shared pedestrian and cycle path	Entrance and access paths. Concrete shared pedestrian and cycle path (minimum 2.2

Park element	District	Local government-wide
network	through and around park connecting to adjacent pathways	metre wide generally and minimum 3.5 metre wide in key, high use areas) connecting to adjacent pathways
Bench seating	Minimum of four (4), located for supervision of any play area (if not otherwise serviced by sheltered tables), and/or along recreation corridors/pedestrian pathways to provide rest stops	Located for: <ul style="list-style-type: none"> • supervision of any play area (if not otherwise serviced by sheltered tables); and • along recreation corridors/pedestrian pathways to provide rest stops; and/or • enjoyment of views/amenity
Shade structures or trees (over playgrounds)	Yes	Yes
Shelters/gazebo with tables and seating and bins	Minimum of six (6) shaded tables, seating and bins	Minimum of fifteen (15) shaded tables, seating and bins
Tap/bubbler	Three (3) drinking fountain/bubbler and taps	Ten (10) drinking fountain/bubbler and taps
Barbeques	Three (3) barbeques	Ten (10) barbeques– provision may consist of multiple double barbecues located to service picnic nodes for individuals, families and large groups)
Rubbish bins	As required to service activity areas, picnic nodes, key access/egress areas and pathway systems	As required to service activity areas, picnic nodes, key access/egress areas and pathway systems
Landscaping and turfing	Shade trees, landscaping and turfing to enhance amenity	Shade trees, landscaping and turfing to enhance amenity
Signage	Park identification and way finding signage, located at key entrances. Optional — interpretive signage (for nature appreciation areas) or trail signage (for example distance markers on recreation corridors)	Park identification and way finding signage, located at key entrances. Optional — interpretive signage and/or trail signage (for example distance markers on recreation corridors). Signage theme reflecting key features of the park
Recreation activity areas	Mix of ten (10) recreation activity areas, clustered in two or more nodes (for example mix of toddlers, children, youth, picnic and barbecue area, dog off-leash, skate park, meeting area, older adults, pathway systems)	Mix of fifteen (15) recreation activity areas dispersed across well-defined nodes of activity focus (for example a mix of toddlers, children, youth, older adults, major picnic and barbecue area, dog off-leash, skate park, meeting areas, trail network, event area, nature appreciation area)
Irrigation	In identified high use areas	In identified high use areas
Bike racks	Three (3) bike racks for a minimum of fifteen (15) bikes	Bike racks for a minimum of thirty (30) bikes
Bus pull-through	No	Yes
Bus parking	No	Yes

Table 4.4.5.6 — Indicative embellishments for the hierarchy of sport parks

Park element	District	Local government-wide
Courts/fields	As a minimum, two (2) rectangular fields and capacity for additional facilities/courts Sports grounds and facilities meet accepted standards including dimensions, playing surface and subsurface drainage	As a minimum, three (3) rectangular fields and capacity for additional facilities/courts Sports grounds and facilities meet accepted standards including dimensions, playing surface and subsurface drainage
Goal posts	According to accepted standards	According to accepted standards
Irrigation	Main field as a minimum	Two (2) main fields as a minimum
Field/court lighting	Lighting for night sports	Lighting for night sports
Spectator seating	100 seats and earth mounds	150 seats and earth mounds
Tap/bubbler	Four (4) drink bubblers and taps located near activity areas and canteen/clubhouse area	Eight (8) drink bubblers and taps located near activity areas and canteen/clubhouse area
Landscaping and turfing	Trees/shade provision for spectators, landscaping of boundaries to buffer noise/light spill to any surrounding properties	Trees/shade provision for spectators, landscaping of boundaries to buffer noise/light spill to any surrounding properties
Feature paving/concrete stencilling	Located at key entry areas or high use zones	Located at key entry areas or high use zones
Internal roads	Yes	Yes
Bus pull-through	Yes	Yes
Bus parking	Yes	Yes
Car parking	Minimum of sixty (60) sealed spaces for a two (2) field complex or twelve (12) per court	Minimum of 100 sealed spaces for a three (3) field complex or twelve (12) per court
Bike racks	Bike racks for a minimum of thirty (30) bikes	Bike racks for a minimum of fifty (50) bikes
Fencing/bollards, lock rail	Fencing/bollards along road frontages and including a lock rail	Fencing/bollards along road frontages and including a lock rail
Security lighting	Security lighting to all roadways, parking, picnic nodes and primary pedestrian paths	Security lighting to all roadways, parking, picnic nodes and primary pedestrian paths
Pedestrian pathway access network	Entrance and access paths, walking/cycling network. Minimum 2.2 metre wide concrete shared pedestrian and cycle path	Entrance and access paths, walking/cycling network. Minimum 2.2 metre wide concrete shared pedestrian and cycle path
Signage	Park identification and way finding signage, located at key entrances	Park identification and way finding signage, located at key entrances
Recreation activity areas (for example play spaces, fitness circuits, hit up walls)	Mix of three (3) recreation activity areas (for example play spaces, fitness circuits, half courts, free to use courts)	Mix of five (5) recreation activity areas (for example play spaces, fitness circuits, half courts, free to use courts)

4.5 Plans for trunk infrastructure

- (1) The plans for trunk infrastructure identify the trunk infrastructure networks intended to service the existing and assumed future urban development at the desired standard of service up to 2031.

4.5.1 Plans for trunk infrastructure maps

- (1) The existing and future trunk infrastructure networks are shown on the following maps in schedule 3 – Local government infrastructure plan mapping and tables:
 - (a) Local Government Infrastructure Plan Map LGIP – PFTI 0-1 to PFTI 60-1 – Plan for trunk water supply infrastructure;
 - (b) Local Government Infrastructure Plan Map LGIP – PFTI 0-2 to PFTI 60-2 – Plan for trunk sewerage supply infrastructure;
 - (c) Local Government Infrastructure Plan Map LGIP – PFTI 0-3 to PFTI 60-3 – Plan for trunk transport supply infrastructure;
 - (d) Local Government Infrastructure Plan Map LGIP – PFTI 0-4 to PFTI 60-4 – Plan for trunk stormwater supply infrastructure; and
 - (e) Local Government Infrastructure Plan Map LGIP – PFTI 0-5 to PFTI 60-5 – Plan for trunk parks and land for community facilities supply infrastructure.
- (2) The State infrastructure forming part of transport trunk infrastructure network has been identified using information provided by the relevant State infrastructure provider.

4.5.2 Schedules of works

- (1) Details of the existing and future trunk infrastructure networks are identified in the electronic Excel schedule of works model which can be viewed <***here***>:
- (2) The future trunk infrastructure works are identified in the following tables in schedule 3 – Local government infrastructure plan mapping and tables:
 - (a) for the water supply network, Table SC3.5.1 – Schedule of works – Water supply network;
 - (b) for the sewerage network, Table SC3.5.2 – Schedule of works – Sewerage network;
 - (c) for the transport network, Table SC3.5.3 – Schedule of works – Transport network;
 - (d) for the stormwater network, Table SC3.5.4 – Schedule of works – Stormwater network; and
 - (e) for the parks and land for community facilities network, Table SC3.5.5 – Schedule of works – Public parks and land for community facilities network.

4.6 Extrinsic material

4.6.1 Extrinsic material

Editor's note—The documents identified in the following table assist in the interpretation of the local government infrastructure plan, and are extrinsic material under the *Statutory Instruments Act 1992*.

Table 4.6.1.1 — Extrinsic documents used in the interpretation of the local government infrastructure plan

Title of document	Date	Author or organisation who prepared document	Other relevant information
Rockhampton Regional Council Planning Assumptions Report Version 2	June 2014	Rockhampton Regional Council	Available on Council's website
Rockhampton Regional Water Supply Security Assessment	September 2015	Department of Energy and Water Supply	
Gracemere Water Supply Scheme Planning Report	November 2013	Rockhampton Regional Council	
RRC/FRW Sewage Treatment Plants Strategy Planning Study	2013/2014	SKM for Rockhampton Regional Council and Fitzroy River Water	
Mount Morgan Sewerage Strategy: Initial Sewer Scheme Planning Report	January 2014	Rockhampton Regional Council	
Rockhampton traffic Study	2008	Arup for Rockhampton Regional Council	
Fitzroy River Floodplain and Road Planning Study	2013	AECOM	
Central Queensland Principal Cycle Network Plan	2014	Department of Traffic and Main Roads	
Rockhampton Regional Council Flood Management Strategy	2014	Rockhampton Regional Council	

**LOCAL GOVERNMENT
INFRASTRUCTURE PLAN (LGIP)
AMENDMENT**

Community Engagement Plan

Meeting Date: 13 September 2016

Attachment No: 2

Community Engagement Plan
Local Government Infrastructure Plan Amendment
Strategic Planning, Regional Services

Table of contents

1. Trigger for Engagement	2
2. Reason for Engagement	2
3. Background	2
4. Target Audience/s	3
5. Objectives	3
6. Key Messages	3
7. Level of Engagement	4
8. Methods of Engagement	4
9. Implementation Schedule	5

1. Trigger for Community Engagement

At the 26 April 2016 Council Meeting, Council resolved to request a two-year extension to comply with amendments to planning legislation governing new requirements for Local Government Infrastructure Plan (LGIP) preparation. This extension was approved on 23 May 2016.

Council has now completed all the steps necessary to advance to the state interest review of an LGIP amendment to adopt a compliant LGIP. Public consultation now needs to be undertaken in accordance with the statutory guidelines; 03/14 Local government infrastructure plans and 01/16 Making and amending local planning instruments (MALPI).

2. Reason for Engagement

The general effect of the proposed LGIP amendment will be:

- A completed independent third-party review of the LGIP;
- Amended costs and timing in the Schedule of Works (SoW) tables for all trunk infrastructure networks;
- A Schedule of Works (SoW) model made available;
- Identification of additional extrinsic material used in the preparation of the LGIP; and
- Minor editing and formatting changes of the LGIP to reflect planning legislation requirements.

Public consultation with the community regarding the above amendment details is now required to be completed as per the statutory guidelines.

3. Background

SPA and associated statutory instruments were amended in 2014. The amendments included a requirement for local governments to adopt a LGIP prepared in accordance with statutory guidelines 03/14, Local government infrastructure plans and 01/16, Making and amending local planning instruments. After 30 June 2016 councils were not able to issue an Infrastructure Charges Notice (ICN) or condition for necessary infrastructure in the absence of a compliant LGIP. The Minister released advice that allows the deadline to be extended by up to 2 years, subject to an agreed program for completion of the LGIP. Council has been granted an extension by the minister until 30 June 2018.

Up until commencement of the amendments Council was preparing a Priority Infrastructure Plan (PIP). Transitional arrangements included with the SPA amendments provided for the PIP to automatically become a LGIP upon commencement of the new Planning Scheme. However, the resultant LGIP is not compliant until updated in accordance with statutory guideline 03/14.

The new guideline contains a checklist of requirements for a compliant LGIP. One of these is a Schedule of Works (SoW) model that includes new and existing trunk infrastructure. The LGIP has to be externally reviewed by an independent reviewer, appointed and paid for by Council from a prequalified statutory panel established by the government. This review has been completed and on 26 April 2016, Council resolved that the LGIP be submitted to the Planning Minister for the first state review. This review has been completed and on 19 July 2016 the Minister approved the LGIP to continue to the public consultation step.

4. Target audiences

As per state statutory guidelines; 03/14 Local government infrastructure plans and 01/16 Making and amending local planning instruments (MALPI), public consultation is required to be conducted with the general community so that any member of the public can make a submission.

The target audience that need to be informed and consulted include all suburbs of the Rockhampton Region community:

(Allenstown) (Alton Downs, Nine Mile, Pink Lily) (Bajool, Marmor, Midgee, Port Alma) (Baree & Walterhall) (Berserker) (Boulder Creek & The Mine) (Bouldercombe) (Bushley, Dalma & Kalapa) (Depot Hill) (Fairy Bower) (Fletcher Creek, Limestone, nine Mile, Oackey & Trotter Creeks, Walmul and Wura) (Garnant, Ridgeland, South Yaamba) (Glenroy, Morinish, Morinish South) (Gogango, Westwood & Wycarbah) (Gracemere) (Gracemere Industrial Area) (Hamilton Creek, Horse Creek) (Johnsons Hill, Leydens Hill, Moongan & Struck Oil) (Kabra) (Kawana) (Koongal) (Lakes Creek) (Limestone Creek & Mount Archer) (Mount Morgan) (Norman Gardens) (Park Avenue) (Parkhurst Industrial Area) (Parkhurst) (Port Curtis) (Ridgeland) (Rockhampton City) (Stanwell) (The Common) (The Range) (Trotter Creek) (Wandal) (West Rockhampton)

5. Objectives

- To undertake the public notification period pursuant to the legislative requirements of the *Sustainable Planning Act 2009* and the *Statutory Guidelines 03/14 Local government infrastructure plans and 01/16 Making and amending local planning instruments (MALPI)*.
- To create community awareness about the formal consultation period and how to make a properly made submission to the proposed LGIP amendment.
- To provide the community alternatives of online and traditional information sources and feedback/submission methods.

6. Key messages

The Rockhampton Region community will receive the following key messages regarding the proposed LGIP amendment:

Prior to consultation period commencing:

- a. Amendments have been made to the Local Government Infrastructure Plan (LGIP) for the Rockhampton Region to comply with statutory planning legislation.
 - b. Public consultation period commences Date TBA 2016 and concludes Date TBA 2016.
 - c. Independent and state interest reviews have not resulted in any significant or substantial changes to the current approved LGIP document contained within the Rockhampton Region planning scheme.
 - d. The only changes proposed include updating wording for clarity and referencing additional extrinsic material.
 - e. There has been no change to the priority infrastructure area.
-

During consultation period:

- f. View the LGIP amendment online from Council's website or at Customer Service Centres.
- g. Lodge a formal submission online, via email, mail or in person at Council's Customer Service Centres.

After consultation period concludes:

- h. All properly made submissions will be considered by Council and responded to as part of the finalisation of the LGIP and inclusion in the planning scheme.
- i. The life of a planning scheme is ten (10) years from the date of adoption before a review is required; however the strategic elements of the planning scheme have at least a twenty-five (25) year planning horizon.
- j. Development applications submitted after the adoption of the new planning scheme can be requested to be assessed by Council under the provisions of previous relevant planning schemes for a period of 12 months.

7. Level of Engagement

There are different public participation levels ranging from inform, consult, involve, collaborate & empower.

The community engagement requirements regarding the LGIP amendment is deemed 'low regional' according to the Community Engagement Matrix.

The engagement will involve 'informing' and 'consulting' the whole local government area as identified in section 4. Target Audiences, as any person from any location may make a submission.

8. Methods of Engagement

Inform:

- **Public Notice** (*legislative requirement*)

5.3 The local government must notify the public that the proposed LGIP is available for public consultation by, at a minimum, placing a notice in a newspaper circulating generally in the local government's area and on the local government's website, stating: (a) the name of the local government, (b) the title of the proposed LGIP, (c) for a proposed interim LGIP amendment: (i) the purpose and general effect of the amendment, and (ii) the location details of the area where it applies, if it only relates to part of the local government area (d) where the proposed LGIP is available for inspection and purchase, (e) that written submissions about any aspect of the proposed LGIP may be made to the local government by any person, (f) the consultation period during which a submission may be made, (g) the requirements for making a properly made submission, and (h) a contact telephone number for information about the proposed LGIP.

The Rockhampton Bulletin – Saturday prior to consultation period & prior to conclusion (30 business days minimum)

- **Customer Service Office Displays** (*legislative requirement*)

5.4 During the consultation period, the local government must display a copy of the notice in an obvious place in the local government's public office and have a copy of the proposed LGIP, completed checklist and any other documents as identified in a statutory guideline for LGIPs, available for inspection and purchase.

Full copy of the LGIP amendment must be made available at Customer Service Offices. Supported by a professional display including the submission box.

- **Website** (*legislative requirement*)
5.5 The notice, proposed LGIP and completed checklist must also be available for download on the local government's website.
RRC Website and Regional Voice page
- **Facebook & Twitter**
RRC Facebook page post
RRC Twitter

Consult

- **Formal Submission Form**
Submitted via website, by email, by mail or in person at Customer Service Centers. Properly made submissions are collated into a submission report which is considered by Council and submitters are responded to. The consultation report is provided to the Minister for State Development, Infrastructure and Planning for consideration and needs to be approved by the Minister before moving to next step in the process.
- **Planning Information Booth & Display at Customer Service Centers**
Strategic Planning Officer available on rotation between Rockhampton & Gracemere to provide information and assistance about how to submit submissions throughout the consultation period. Full copy of the scheme must be available at Customer Service Offices. Supported by information resources (fact sheets and brochures) and a professional display including the submission box.

9. Implementation Schedule

In accordance with the statutory guidelines; 03/14 Local government infrastructure plans and 01/16 Making and amending local planning instruments (MALPI), the performance indicator timeframe for public consultation of an LGIP amendment is 45 days (incorporating a 30 business day consultation period).

Community Engagement Plan endorsed by Council	Week 1	Coordinator Strategic Planning, Council
Collate and draft supporting information for public notice	Week 2	Strategic Planning team, Community Engagement Officer
Approve public notice	Week 2	Coordinator Strategic Planning
Notice in established communication channels eg. Messages on Hold, Council generated newsletter.	Week 3	Community Engagement Officer, Communications
Media release	Week 3	Mayor, Strategic Planning team, Community Engagement Officer, Communications
Set up in submissions box and posters at Customer Service locations	Week 3	Strategic Planning team, Community Engagement Officer
Publish public notice in the Rockhampton Bulletin	Week 3	Community Engagement Officer
Update RRC Website and Regional Voice page	Week 3	Community Engagement Officer
Post social media notices	Week 3	Community Engagement Officer

Planning Information Booth (rotate between Rockhampton and Gracemere)	Week 3 – Week 9	Strategic Planning team
Collate public consultation outcomes	Week 9	Strategic Planning team, Community Engagement Officer
Report to Council – endorsement of LGIP amendment incorporating public consultation feedback.	Week 10	Coordinator Strategic Planning, Council
Responses to public submissions	Week 16	Strategic Planning team, Community Engagement Officer

12 NOTICES OF MOTION

Nil

13 QUESTIONS ON NOTICE

Nil

14 URGENT BUSINESS/QUESTIONS

Urgent Business is a provision in the Agenda for members to raise questions or matters of a genuinely urgent or emergent nature, that are not a change to Council Policy and can not be delayed until the next scheduled Council or Committee Meeting.

15 CLOSURE OF MEETING