POONA

COMMUNITY INFRASTRUCTURE PLAN

Archipelago

Archipelago Architects Pty Ltd.
The Naval Offices
3 Edward Street, Brisbane QLD 4000

Peter Edwards
+61 417 513 821
PE@archipelago.com.au

Fraser Coast Regional Council
May, 2020

CONTENTS

01
EXECUTIVE SUMMARY

02
VISION

03
CONSULTATION

04
INFRASTRUCTURE

05
DELIVERY

06
APPENDICES

Previously Included in Foundation Report

Previously Included in Foundation Report

Previously Included in Foundation Report

EXECUTIVE SUMMARY

The Poona Community Infrastructure Plan (PCIP) contextualises and identifies the scope of Poona's existing and potential community infrastructure, providing strategic design opportunities in response to community vision, consultation, and objectives.

This report is intended as an information and need provocation document, it seeks to prompt Council, stakeholder and community engagement in planning and delivering community infrastructure for Poona's immediate and future needs.

In developing design principles and planning strategies, this report collates and synthesizes past design, consultation, and planning work into a one-stop background document. This sets the project scene from which the Council and the community can be fully informed as together we strategically respond to Poona's immediate and future needs.

In developing the PCIP through workshops, consultation, and design, several community needs have been identified. These needs culminate in a series of proposed projects, delivered for the community, through partnerships between the community, Council, and other government agencies.

The proposed projects capture priorities identified by the Poona community, encompassing high level planning and design strategies, suitable for consideration by Council, the community, government agencies, and industrial groups as economic, social and environmental circumstances warrant, noting that circumstances may include as budget and/or funding is made available.

The PCIP realises the values and objectives of the Poona community, responding to lifestyle and demographic, and encompassing Poona's unique, geographical location on Queensland's Great Sandy Strait. Whilst tourism does not singularly inform community infrastructure, tourism growth is inevitable in this region, and is considered in concert with Poona's vision and planning.

INTRODUCTION

What is
community infrastructure?

Community infrastructure is made up of more than a library, sporting field, playground or building expressly for community purposes.

Community infrastructure includes but is not limited to education, training, health, recreation, religion, art and community meeting places and facilities for people of all abilities, cultural and social backgrounds. These facilities can be stand-alone buildings, parts of buildings, playing fields, playgrounds, nature reserves and can be freehold or leasehold.

Community infrastructure is also used to describe land, land use initiatives, policy objectives, and capital works programs that facilitate a coordinated network of community facilities.

What is
a community infrastructure plan?

A Community Infrastructure Plan (CIP) is a strategic planning tool developed to guide councils and governments in optimising and coordinating the use of existing public assets, whilst planning for new facility provision.

Subject to the scale of the community, community need, and quantum of assets, a CIP will typically take the form of a report or a plan identifying a list of actions to be progressively developed either individually or as a suite of complementary projects.

Actions may include physical provision of new assets, revitalisation of existing assets, disposal of assets to free up funds or operational capacity, events and programs.

Why is
it important?

Regardless of the pace of Poona's population growth, an ageing and diverse populations' needs will evolve over time. For this reason, the development of a Community Infrastructure Plan can be an important planning tool even when rapid population is not expected.

Recognising the emerging growth pattern of Poona's community needs enables both the Council and other government authorities to partner with the community to better plan the type, location, function, and quantity of community facilities required to service those needs.

The CIP outlines the community infrastructure priorities and identifies specific opportunities to be developed for delivery over the short, medium and long term.

How is
it developed?

The development of the Poona Community Infrastructure Plan has been based on the outcomes from the tasks below:

Site visits

- Broad context of Poona
- Location and consideration of existing infrastructure
- Potential sites for additional infrastructure

Strategic review of

- Existing and future planning projects
- Consultation previously undertaken on community infrastructure needs
- Service and facility demand data
- Demographic information to indicate potential changes to service and infrastructure demand

Stakeholder consultation activities include

- One on one consultation with key stakeholders
- Community drop in sessions and surveys identifying the community infrastructure needs, priorities and potential locations of desired infrastructure
- Development and review of draft concept plans through community drop in sessions

PCIP SCOPE

VISIONS

FRASER COAST VISION

In 2031, the Fraser Coast will be a diverse, strong and well governed region of vibrant places connected as a whole by our community spirit, respect for our natural environment and our innovative and diverse economy.

Our Fraser Coast community will:

- Be diverse and contrasts will be valued and respected by all our residents and enjoyed by those who come and visit;

- Be aware of opportunities that better our lifestyle;

- Be supported by strong governance systems which provide for us to plan and make decisions together in partnership;

- Be a happy, active, healthy, safe and engaging place to live;

- Provide diverse employment opportunities with a robust and resilient economy;

- Have access to life-long learning opportunities, supported by quality educational programs and facilities;

- Have a choice of housing to suit all income levels, lifestyles and life stages;

- Be respected for its commitment to social equity and community connectedness; and

- Conserve and value important environmental; Aboriginal and European cultural heritage assets.

(Fraser Coast Community Plan)

POONA COMMUNITY VISION

In 2031, Poona will continue to be a small, secluded and peaceful seaside village in a superb natural setting with amenities that enhance the village character and natural beauty, where people with a strong sense of community safely live, holiday and relax with friends - exercising, boating and fishing.

(Poona 4650 Workshop, poonacommunity.com.au)

Our Poona community will:

- Be diverse and welcoming, respectful of our differences whilst sharing a common vision for our town;

- Be aware of opportunities that better our lifestyle whilst protecting the natural environmental assets that drew us to this special place;

- Be supported by collaborative governance systems which provide for us to plan and make decisions together in partnership with the Fraser Coast Regional Council;

- Be a happy, active, healthy, safe and engaging place to live for people of all ages, incomes and abilities;

- Provide diverse recreational opportunities with robust and resilient infrastructure and improved access to the foreshore;

- Have access to medical, health and community assistance programs and facilities;

- Conserve and value important environmental; Aboriginal and European cultural heritage assets.

PRINCIPLES & OBJECTIVES

DEVELOPED FROM THE VISION WORKSHOP

Refer Appendix 4 for Vision Workshop summaries and outcomes.

PRINCIPLES

Community led

Infrastructure improvements to Poona are led by the wishes of the community in support of the Poona Vision with the cooperation of Council and other government agencies.

Natural setting

The natural setting of Poona is to be considered, enhanced, and where possible protected, in everything we do.

Unintrusive interventions

Community infrastructure is deployed gently, with great care – focusing on optimising outcomes with minimal impacts

Careful curation

The special character of Poona is both known and valued, and carefully curated, protected and enhanced

Certainty

The planning of Poona's community infrastructure has direction and certainty.

OBJECTIVES

Develop a Council / Community Cooperation structure

Establish a structured plan for the community and Council to work together to optimise infrastructure outcomes

Identify key natural assets to be preserved into the future

Consider established planning mechanisms to identify and protect key natural assets critical to the Poona character

Do more with less, together

Interrogate infrastructure investment to build less business as usual and deliver more clever and responsive infrastructure outcomes

Establish character design guidelines

Invest in developing character design guidelines that make clear the way infrastructure, buildings, landscape improvements can contribute to the unique sense of place

Establish a clear program of measurable tasks and actions

Develop and socialise a clear plan for infrastructure works and staging that the community understands and supports

03
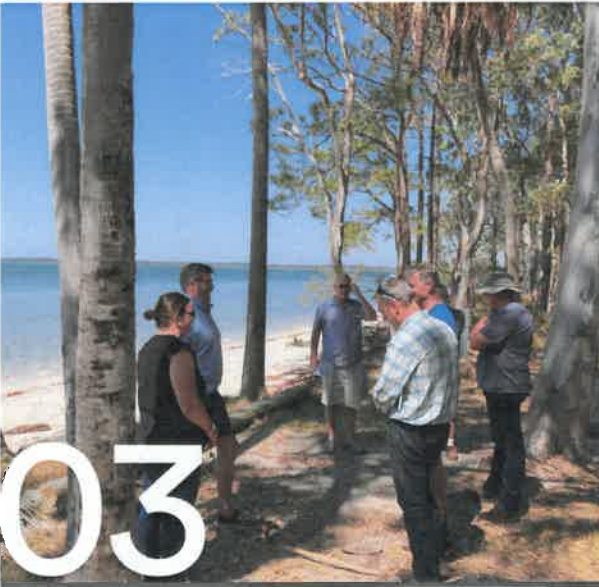
CONSULTATION

A series of community engagement activities have been held in recent years between Fraser Coast Regional Council and the Poona Community Progress Association. This consultation lead to the formation of a dedicated infrastructure planning committee, the facilitation of community workshops with Council, and the establishment of the Vision for Poona and Poona's Future 10 Pillars framework.
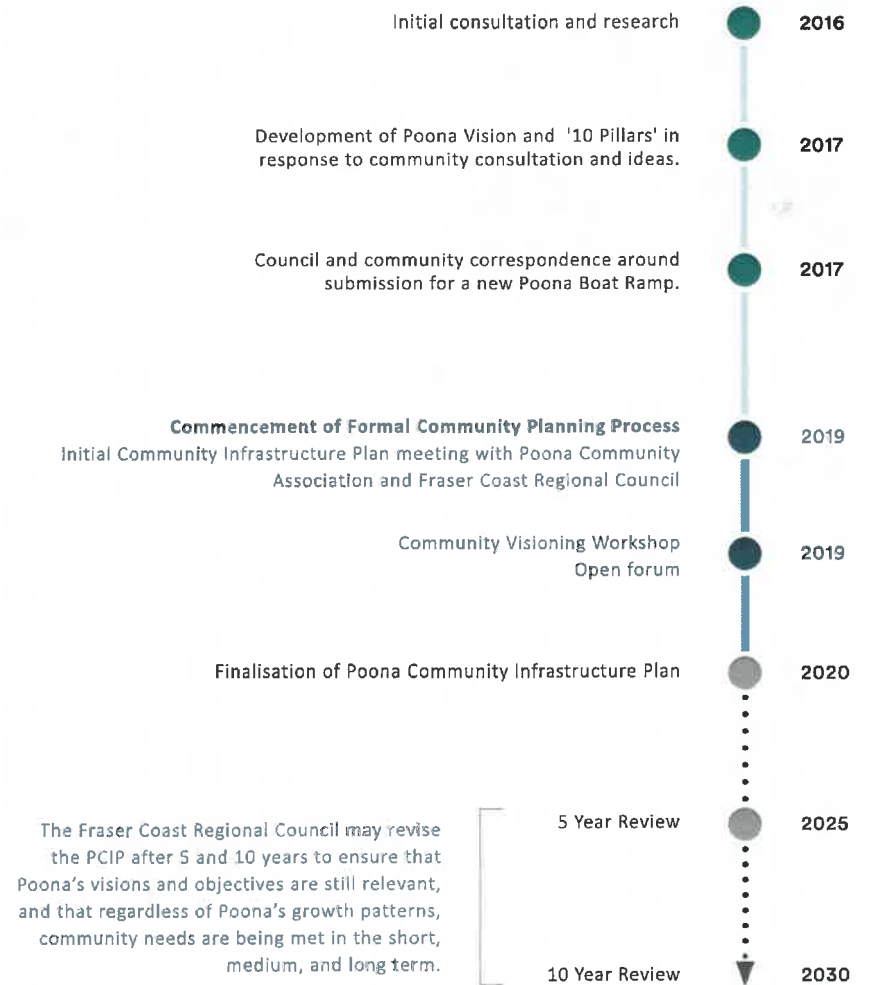
Subsequent to these discussions, in 2019, Archipelago was appointed to produce a Community Infrastructure Plan in partnership with FCRC and PCPA. As part of the PCIP development additional consultation was undertaken. This commenced with a site visit and briefing meeting in September 2019, followed by a Visioning Workshop in October 2019. Both occasions allowed for the discussion of community concerns as summarised at a high level on the following pages

A special follow up community consultation session focusing on the boat ramp proposals and the outcomes of the community feedback surveys was held in February 2020.

Outlined below are Poona's Future 10 Pillars that have been developed by the PCPA in response to the key community infrastructure concerns.

① Pathways & Walking Trails
② Mitigation of Beach Erosion
③ Foreshore Infrastructure
　_ Boat Ramp Upgrade
　_ Official MSQ Navigational Markings
④ Foreshore Enhancement
⑤ Streetscape
⑥ Precinct Infrastructure
⑦ Precinct Enhancement
⑧ Community Services
⑨ Development
⑩ Council Services

CONSULTATION AND ACTION TIMELINE

Initial consultation and research — **2016**

Development of Poona Vision and '10 Pillars' in response to community consultation and ideas. — **2017**

Council and community correspondence around submission for a new Poona Boat Ramp. — **2017**

Commencement of Formal Community Planning Process
Initial Community Infrastructure Plan meeting with Poona Community Association and Fraser Coast Regional Council — 2019

Community Visioning Workshop
Open forum — 2019

Finalisation of Poona Community Infrastructure Plan — **2020**

The Fraser Coast Regional Council may revise the PCIP after 5 and 10 years to ensure that Poona's visions and objectives are still relevant, and that regardless of Poona's growth patterns, community needs are being met in the short, medium, and long term.

5 Year Review — **2025**

10 Year Review — **2030**

04

INFRASTRUCTURE FRAMEWORK

The 10 Pillars, developed by the PCPA, provide a foundation for all elements of the infrastructure plan. In order to best understand and respond to community priority, several infrastructure 'parts' were devised from community consultation and feedback. These parts informed the 'Priority Importance Checklist' survey, which gave Poona residents and stakeholders the opportunity to provide individual feedback around the prioritisation of the infrastructure parts.

Based on the survey outcomes, several priorities were identified, as well as five overarching priority projects.

PILLAR

PART
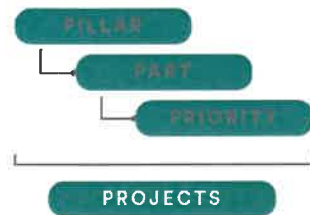
PRIORITY

PROJECTS

It is important to note that the PCIP and the community consultation undertaken through the 'Priority Importance Checklist' survey assume that the New Boat Ramp Project will proceed. Whilst not included in the survey, the New Boat Ramp has been included in the infrastructure priorities and proposed projects following interest from the community throughout community planning and consultation.

VISION

In 2031, Poona will continue to be a small, secluded and peaceful seaside village in a superb natural setting with amenities that enhance the village character and natural beauty, where people with a strong sense of community safely live, holiday and relax with friends- exercising, boating and fishing.

VALUES

The community engagement process has established a set of common values echoed by many members of the community. Shared values will help shape the region, draw the community together and create a bright future for all who call the Fraser Coast home.

Trust	Happy
Confident	Belonging
Caring	Diversity
Communication	Honesty
Respect	Accountability
Safety	Healthy environment

10 PILLARS   PRIORITIES

10 PILLARS	PRIORITIES			
WALKING TRAILS	Boat Ramp Pathways	Pathway Surfaces	Missing Link Paths	
BEACH EROSION	Protective Planting	Rock Protection	Pathway Revetments	
FORESHORE INFRASTRUCTURE	New Boat Ramp Project	Channel Marking	New Pontoon	Enhance Existing Boat Ramp
FORESHORE ENHANCEMENT	Foreshore Maintenance	Foreshore Access	New Picnic Facilities	Foreshore Pathway
STREETSCAPE	Verge Drainage			
PRECINCT INFRASTRUCTURE	Accessible Amenities			
PRECINCT ENHANCEMENT	Poona 'Character'	Exercise Equipment		
COMMUNITY SERVICES	Visiting GP Facilities	Green Waste System	Community Bus	
DEVELOPMENT & TOURISM	Poona Turn-off Light			
COUNCIL SERVICES	Green Waste Collection	Foreshore Maintenance	Poona Design Guide	

WALKING TRAILS

| Boat Ramp | Missing Link | Pathway |
| Pathways | Paths | Surfaces |

LINKS OR DRAINAGE CORRIDORS

WALKING TRAILS

TRAILS SUBJECT TO CHANGE WITH FUTURE DEVELOPMENT

GREEN LINK

PILLAR

Community discussion around existing walking trail infrastructure identified concerns and opportunities related to:

— Hazards on walking trails – ensuring trails are clear and maintained.
— Equitable accessibility of trails, specifically for the older population.
— Exploring possible options for walking trail surfaces that are not concrete.
— Clear hierarchy of paths needed, including adding 'missing link' paths.

PARTS

Based on community consultation, several infrastructural 'parts' were devised. The parts relating to 'Walking Trails' included:

— Improved walking trails with all weather surfaces
— Build pathways to new boat ramp
— Create pathway/boardwalk/ markers along foreshore
— Build the missing link paths between developments
— Wider paths so that snakes can easily be seen
— Build a number of bird hides along the trails

PRIORITIES

The 'Priority Importance Checklist' survey showed that out of the proposed parts, the following are considered the most important priorities (voted 'Very' or 'Fairly' important):

— Boat Ramp Pathways - 56%
— Foreshore Pathway or Markers - 54%
— Missing Link Paths - 49%
— Pathway Surfaces - 44%

* See Appendix 3 for full survey results.

Boat Ramp Pathways

In maximising connectivity between the Poona town centre and the new boat ramp, pathways to the new boat ramp provide essential pedestrian links. Both the proposed boat ramp, and existing boat ramp, offer important centres of activity. New pathways to the boat ramp will:

• Connect the town with the boat ramp precinct.
• Align with Poona-wide pathway standards.
• Form an integral part of the town-wide trail network.

The Poona foreshore is Butchulla land which provides an opportunity for new pathways to reference the Butchulla heritage and historic foreshore trails.

Missing Link Paths

Currently parts of the public pathway network between private properties are unclear, with confusion around public access due to overgrown vegetation, private gardens, and insufficient maintenance. Assessment is required to establish the best placement of missing pedestrian links, considered in conjunction with overland flow drainage paths. It is important to clarify link locations within both the original Poona master plan and future development plans, and maintain these pedestrian access paths. This includes:

• Removing overgrowth.
• Assessing surfaces, and providing appropriate, natural finishes.
• Establishing maintenance regimes.
• Providing clear demarcation of properties, specifically public and private boundaries.

Pathway Surfaces

Walking trail surfaces are ideally an expression of the local landscape and do not present as an imposed universal infrastructure solution. A range of durable local materials should be considered, surface options include:

• Compacted earth,
• Cement stabilised decomposed granite,
• Crushed shells, or locally available alternatives.

When local material sources are not readily economically available, products such as 'coloured' asphalt adopting local aggregates are a sensitive, flexible and cost effective alternative. Insitu concrete (with coloured and finishing options) is a suitably robust option, however, alternate more economic and contextually complementary options should be exhausted prior to adopting insitu concrete.

BEACH EROSION

| Protective Planting | Rock Prevention | Pathway Revetments |

SHORELINE EROSION

PILLAR

Community discussion around issues of erosion determined concerns and opportunities related to:

— Establishing strategies to manage erosion.
— Increasing education around foreshore vegetation and vegetation maintenance.
— Possibility to reintroduce rock protection, used historically.

PARTS

Based on community consultation, several infrastructural 'parts' were devised. The parts relating to 'Beach Erosion' included:

— Creating rock protection
— Using Pathways as revetments
— Installing protective planting
— Installing outfall access for tidal fishing

PRIORITIES

The 'Priority Importance Checklist' survey showed that out of the proposed parts, the following are considered the most important priorities (voted 'Very' or 'Fairly' important):

— Protective Planting - 80%
— Rock Protection - 71%
— Pathway Revetments - 56%

* See Appendix 3 for full survey results.

It is important to note that the FCRC project, 'Coastal Futures: Planning Our Changing Coastline' is currently under development. This scheme seeks to manage and plan for the future impacts of changing storm tides, inundation and coastal erosion. Any 'Beach Erosion' priorities in Poona may be influenced by the ongoing work of Council in addressing erosion and related coastal concerns.

Protective Planting

Erosion along the Poona foreshore is an increasing community concern. Protective planting delivers a passive, low maintenance and attractive erosion strategy in keeping with the natural environment. Native, or locally indigenous species, aid in preserving foreshore qualities and protecting local wildlife. Any protective planting will:

- Respect existing spatial qualities.
- Maintain beach access.
- Preserve and enhance views.
- Accommodate soil and water conditions (eg salt)
- Reduce the erosive potential

Rock Protection

Rock protection is relatively economic and efficient in terms of its install and supply cost. Current practice requires detailed engineering design to determine factors such as size, weight and durability of rock (which can be difficult to source), as well as consideration for the height and foundation design of the rock revetment to gain relevant statutory approvals from various State agencies.

The 'Coastal Futures' project will help to inform preferred coastal management options, however this type of 'hard' protection will need careful consideration in terms of its suitability and potential impacts on the environment, including marine plants, fish habitats, and other values protected within the Great Sandy Marine Park. If approved, construction will require the importation of rock and individual placement with a rock grabber. To soften the visual effect and discourage access over the rocks, plantings could be established behind the crest of the structure, which would in time cascade over the rock face.

Pathway Revetments

Pathway revetments are typically installed where the rock revetment needs a more robust backing and pedestrian access is a feature of the foreshore.

Ideally for pedestrian safety and visual amenity the pathway would be set back from the rock with low coastal hardy native planting providing a "safety" buffer between rock and path.

For much of the foreshore this level of formality and protection may be visually excessive and not in keeping with the "softer" foreshore presentation desired by most residents. This style of treatment would require engineering design to dictate whether it is a safe and feasible option.

FORESHORE INFRASTRUCTURE | Channel Marking · New Pontoon · Enhance Boat Ramp

● **CURRENT BOAT RAMP**
▬ **PROPOSED NEW BOAT RAMP**

PILLAR

Community discussion around existing and potential foreshore infrastructure determined concerns and opportunities related to:

— Poona needs a new boat ramp, or boat ramp upgrade
— Clarification around the use of old boat ramp once new boat ramp is finalised.
— Potential opportunity for new pontoon for paddle craft access.
— General concern around tidal boat ramp access and channel marking.

PARTS

Based on community consultation, several infrastructural 'parts' were devised. The parts relating to 'Foreshore Infrastructure' included:

— New boat ramp
— Add a pontoon to new ramp for paddle craft access
— Enhance existing boat ramp area as foreshore focal point
— Install Channel Marking

PRIORITIES

The 'Priority Importance Checklist' survey showed that out of the proposed parts, the following are considered the most important priorities (voted 'Very' or 'Fairly' important):

— Channel Marking - 90%
— Paddle Craft Pontoon - 70%
— Enhance Existing Boat Ramp - 62%

* See Appendix 3 for full survey results.

New Boat Ramp

Presently, a Feasibility Study for a new Poona boat ramp facility is being undertaken by the Department of Transport and Main Roads (DTMR) and Fraser Coast Regional Council. The new facility will provide upgraded, safer water access for the launching of boats and paddle craft. The proposed boat ramp also includes the provision of improved vehicle parking, with larger bays to cater to trailer parking.

Channel Marking

Channel marking is important to the safety of Poona's waterways, enabling maximum use whilst ensuring the safety of all watercraft. Whilst delivering channel marking is outside the scope of the Fraser Coast Regional Council, there is opportunity to liaise with the relevant authorities to explore channel marking options.

Conversion of Existing Boat Ramp

Poona's boat ramp facilities are a significant part of Poona's character; whilst the new, relocated boat ramp will provide safer water access, the existing boat ramp provides an opportunity for revitalisation. The existing boat ramp precinct may be reimagined as a recreational facility, with improvements in proportion over time to encourage community use and tourist participation, establishing a passive, recreational precinct within the town. This is considered as part of the boat ramp infrastructure strategy (refer page 39).

New Pontoon

The existing boat ramp facilities provide challenges for safely launching paddle craft. In delivering a new Poona boat ramp, there is opportunity for the inclusion of a pontoon. The new ramp facilities will be augmented to provide a pontoon, increasing safety and water accessibility for both swimmers and those wishing to use passive watercraft.

FORESHORE ENHANCEMENTS | Foreshore Maintenance   Foreshore Access   Picnic Facilities

POONA FORESHORE
NORTHERN FORESHORE
NATURAL RESERVE

PILLAR

Community discussion around existing and potential foreshore enhancements determined concerns and opportunities related to:

— Concrete foreshore path is needed for walking, cycling, prams etc.
— Additional seating or picnic facilities along the foreshore
— Management of foreshore property boundaries needed, some private gardens extend into public space.
— Foreshore maintenance is needed, including native revegetation.

PARTS

Based on community consultation, several infrastructural 'parts' were devised. The parts relating to 'Foreshore Enhancements' included:

— Install additional seating/picnic facilities in public areas
— Install a formal pathway/ boardwalk for all weather access
— Install informal pathways (e.g. sand, gravel)
— Install public property markers to define foreshore edge
— Remove exotic plantings
— Limit turfing and mowing of foreshore
— Ensure unrestricted foreshore vegetation maintenance

PRIORITIES

The 'Priority Importance Checklist' survey showed that out of the proposed parts, the following are considered the most important priorities (voted 'Very' or 'Fairly' important):

— Foreshore Maintenance - 79%
— Foreshore Access - 73%
— Picnic Facilities - 62%

* See Appendix 3 for full survey results.

Foreshore Maintenance

In partnership, the Fraser Coast Regional Council and Poona community can plan for the provision of a more comprehensive maintenance program. The Poona community 'Parks and Gardens Group' provides an existing platform for working collaboratively with Council maintenance services. This is considered as part of the Community Council Collaboration Services (refer page 42).

Foreshore Access

The foreshore is a public space, able to be used inclusively by any member of the community. Clear guidelines for managing private frontages onto foreshore land help protect foreshore access. Foreshore guidelines include:

• Clear demarcation of private property boundaries.
• Guidelines regulating foreshore landscaping.

Picnic Facilities

Poona's public spaces are an important part of the identity of the township. Public amenity, including the provision of picnic facilities, should reflect the community values of the town. The Council will develop a program for the upgrading of public amenities, including seating and BBQ facilities in public spaces. This will ensure:

• Public spaces are equipped with facilities and amenities to encourage and maximise use (including, where appropriate, access to public bathrooms).
• Facilities will be equitably accessible to all members of the community.

Foreshore Pathway

A foreshore 'walk' or pathway, setback from the beach edge, increases foreshore accessibility and improves general usability. The foreshore pathway will:

• Compliment beach walk, not replace beach walk.
• Provide upgraded connections across existing drainage swales.
• Increase accessibility by providing additional access points.
• Utilise a low impact, robust surface.

STREETSCAPE | Verge Drainage

- ■■■ **MAIN STREET**
- ▬▬▬ **MAIN SUBURBAN ACCESS**
- ▪▪▪▪ **FUTURE ROAD CONNECTION**

PILLAR

Community discussion around the existing Poona streetscape determined concerns and opportunities related to:

— Additional parking at boat ramp, provision for trailers.
— Problems with verge drainage and private driveways.
— Concern about share bike/ pedestrian pathways.

PARTS

Based on community consultation, several infrastructural 'parts' were devised. The parts relating to 'Streetscape' included:

— Create a new Poona entrance feature
— Create a separated shared pathway (cycle and walking)
— Lower speed limit & use walk cycle graphics to share the road
— Make Owen Cox street a shared street to existing boat ramp
— Improve ease & presentation of day visitor parking near caravan park
— Improve verge drainage & property crossovers

PRIORITIES

The 'Priority Importance Checklist' survey showed that out of the proposed parts, the following are considered the most important priorities (voted 'Very' or 'Fairly' important):

— Verge Drainage and Crossovers - 65%

* See Appendix 3 for full survey results.

Verge Drainage and Crossovers

Verge drainage to the residential streets within Poona is of both functional and visual concern. In retaining Poona's character as a coastal village community, verge drainage must not rely upon expensive traditional drainage infrastructure solutions like kerb and channel. The unrestrained road edge, and the absence of driveway culverts, provides character but also presents functional impediments to water draining away and results in boggy driveways.

Low visual impact solutions, for example, lining driveway crossovers with locally sourced medium stones with small stone infill, provide improved, stable, and aesthetic drainage. In addition, hardy native reeds, which cope with extreme wet and dry environments, improve visual aesthetics, whilst accommodating ponding and reducing mosquito stagnancy.

Depending on specific needs, alternative, more infrastructure intensive techniques could be valid in targeted locations. Where possible, however, low-tech, environmentally focused solutions are considered most appropriate.

PRECINCT INFRASTRUCTURE | Accessible Amenities

AFFECTED AREA
FACILITIES THAT NEED DEVELOPMENT

Accessible Amenities

The current public amenities are not meeting the needs of the community, with issues around character, performance and maintenance. New public amenities will be provided, located within the renewed Community Hub precinct. The new amenities will:

- Provide equitable access.
- Consider public safety.
- Adhere to the proposed Poona 'character' design guide.

PILLAR

Community discussion around existing and potential precinct infrastructure determined concerns and opportunities related to:

— Starting a Men's Shed.
— Establish a lawn bowls club.
— Need for a swimming enclosure.
— Possible café attached to hall.
— Develop 'pioneer' walkway to hall.

PARTS

Based on community consultation, several infrastructural 'parts' were devised. The parts relating to 'Precinct Infrastructure' included:

— Replace existing public amenities with accessible facilities.
— Install a swimming enclosure near the existing boat ramp
— Create a memorial wall for those that scatter ashes
— Construct two bowling greens and progressively move towards having a dedicated Bowls Club
— Construct a Men's Shed
— Develop market Alley as a tribute to either district pioneers or ANZACs

PRIORITIES

The 'Priority Importance Checklist' survey showed that out of the proposed parts, the following are considered the most important priorities (voted 'Very' or 'Fairly' important):

— Accessible Amenities - 51%

* See Appendix 3 for full survey results.

PRECINCT ENHANCEMENT | Poona 'Character'   Exercise Equipment

■ AFFECTED AREA
■ FACILITIES THAT NEED DEVELOPMENT

PILLAR

Community discussion around existing and potential precinct enhancement determined concerns and opportunities related to:

— Additional community, BBQ, playground and picnic facilities.
— New, all-age exercise equipment.
— Establishing a community garden.
— Rename Market Alley something associated with remembering the ANZACs.

PARTS

Based on community consultation, several infrastructural 'parts' were devised. The parts relating to 'Precinct Enhancements' included:

— Rename 'Market Alley' to something in reverence to our fallen soldiers
— Construct BBQ areas in the recreational area
— Construct a community garden beside the hall
— Install more all age exercise equipment
— Install more playground equipment
— Install more parkland BBQ areas
— Ensure all equipment/shelters are of Poona character

PRIORITIES

The 'Priority Importance Checklist' survey showed that out of the proposed parts, the following are considered the most important priorities (voted 'Very' or 'Fairly' important):

— Poona 'Character' - 72%
— Exercise Equipment - 52%

* See Appendix 3 for full survey results.

Poona 'Character'

To ensure that future facilities are of Poona 'character,' a township design guide document will be developed to inform and guide facility design. The development of this guide will be delivered as a Council Service, established through community and Council consultation (refer page 37).

Exercise Equipment

Installing all-age exercise equipment aids in activating the foreshore and township core precinct. Community consultation will help inform the best locations for exercise equipment. This is considered as part of the 'Poona Heart' core precinct framework (refer page 43).

COMMUNITY SERVICES

Visiting GP
Facilities

Green Waste
System

Community
Bus

TOWN HALL

POTENTIAL COMMUNITY
BUS LOOP

PILLAR

Community discussion around
existing and potential community
services determined concerns and
opportunities related to:

— Access to medical facilities,
potentially facilitating a visiting GP.
— Establishing a green waste system
— Establishing a community bus
service, volunteer based.

PARTS

Based on community consultation,
several infrastructural ' parts'
were devised. The parts relating to
'Community Services' included:

— Establish a visiting GP medical
room at the Community Hall
— Establish a community bus/
cooperative car service
— Establish a community equipment
service (mulcher etc)
— Establish a community green
waste mulch service quarterly

PRIORITIES

The 'Priority Importance Checklist'
survey showed that out of the
proposed parts, the following are
considered the most important
priorities (voted 'Very' or 'Fairly'
important):

— Visiting GP Facilities - 68%
— Green Waste System - 63%
— Community Bus - 61%

* See Appendix 3 for full survey results.

Visiting GP Facilities

Visiting GP facilities will be established through
community and Council partnership, as well as
collaboration with other government agencies, non-
government organisations, and private partners, to
ensure Poona is provided with regular, local access
to medical care.

Green Waste System

Some investigation into potential green waste
management systems will provide an opportunity
for the provision of a more sustainable, community
led green waste service. Council can provide a
capital investment in support and training, whilst
the community will provide ongoing service
responsibilities through a council/community
partnership. This is considered as part of the
Community Council Collaborations (refer page 42).

Community Bus

Catering to Poona's ageing population, the
provision of a community bus or car share service
allows vehicular connectivity between Poona
and Maryborough. Building on Poona's existing,
community led, 'Young at Heart' program, the
community and Council will collaborate with other
government agencies, organisations, and private
partners, to provide a solution to social isolation
and access to other services within the Fraser Coast
region. This is considered as part of the Community
Council Collaborations (refer page 42).

DEVELOPMENT & TOURISM | Poona Turn-off

CARAVAN PARK
PROPOSED BOAT RAMP

Poona Turn-off

To ensure that the Poona turn-off is safe and clearly signed, the installation of a solar operated light will clearly mark the turn-off from Maryborough Cooloola Road onto Poona Road. Better visibility of the turn-off, provided by better lighting, will:

- Encourage visitors.
- Provide for increased tourism and awareness of Poona's ecological significance.
- Enable a safer intersection.

PILLAR

Community discussion around the topic of development and tourism determined concerns and opportunities related to:

— Improve Poona turn off signage.
— Establish a retirement village in Poona.
— Promote Poona as a tourist destination, specifically the ecological significance.

PARTS

Based on community consultation, several infrastructural 'parts' were devised. The parts relating to 'Development and Tourism' included:

— Install a more prominent sign at the Poona turn off
— Install a solar operated light at the Poona turn off
— Partner with other towns on regional promotion campaign
— Create a community coffee and craft shop
— Revitalise the Poona Webpage
— Provide computer access and assistance at the Hall

PRIORITIES

The 'Priority Importance Checklist' survey showed that out of the proposed parts, the following are considered the most important priorities (voted 'Very' or 'Fairly' important):

— Poona Turn-off Light - 53%

* See Appendix 3 for full survey results.

COUNCIL SERVICES | Foreshore Maintenance Green Waste Collection Design Guide

● PROPOSED GREEN WASTE TRANSFER STATION

PILLAR

Community discussion around existing and potential council services determined concerns and opportunities related to:

— Available public amenities.
— Additional rubbish collection, specifically green waste.
— Community needs additional help maintaining the foreshore.

PARTS

Based on community consultation, several infrastructural 'parts' were devised. The parts relating to 'Council Services' included:

— Establish a council green waste collection transfer station
— Establish a Foreshore maintenance program
— Establish new toilet amenities at the point
— Establish a design character document to guide new house and ancillary buildings
— Establish a design guide to establish approved character for future amenities blocks, playgrounds and foreshore works.

PRIORITIES

The 'Priority Importance Checklist' survey showed that out of the proposed parts, the following are considered the most important priorities (voted 'Very' or 'Fairly' important):

— Foreshore Maintenance - 78%
— Green Waste Collection - 72%
— Poona Design Guide - 64%

* See Appendix 3 for full survey results.

Foreshore Maintenance

In partnership, the Fraser Coast Regional Council and Poona community can plan for the provision of a more comprehensive maintenance program. This is considered as part of the Community Council Collaboration Services (refer page 42).

Green Waste Collection

In addition to the community managed green waste strategy, multiple semi-permanent green waste enclosures will be established throughout the township. The enclosures can be relocated based on demand, and will be serviced as part of the community/council collaboration. A green waste strategy will:

• Enable collection and disposal of green waste.
• Support foreshore and other vegetation maintenance programs.

Poona Design Guide

To ensure that future facilities are of Poona 'character,' a township design guide document will be developed to inform and guide facility design. The document proposes design styles which align to current Poona facilities, whilst encompassing the future vision and values of Poona as a community. The Poona 'Character' Design Guide will:

• Influence the design of Poona amenities.
• Provide direction around new planting.
• Regulate the removal of existing vegetation.

INFRASTRUCTURE PROJECTS

The following pages articulate planning and delivery strategies for 5 projects based on the stakeholder and community feedback from the Vision Workshop and the 'Priority Importance Checklist' (see Appendix 2 and 3).

Whilst the 10 Pillars are not directly represented, all 5 projects respond to components of the pillar parts. The proposed projects aim to capture community aspirations and priorities, and will be subject to consideration dependant on future budget, funding, and evolving circumstances. The selections were made following consideration of stakeholder preference, community survey outcomes, and council and community delivery pragmatics.

Project 1 - **Boat Ramp Precincts**

Project 2 - **Foreshore**

Project 3 - **Walking Trails**

Project 4 - **Services (Community Council Collaborations)**

Project 5 - **Poona Heart (Core Precinct Framework)**

Please note, the development, design and delivery of the proposed infrastructure projects are influenced by the Fraser Coast Regional Council's 'Coastal Futures: Planning our changing coastline' scheme. In particular, this may influence future development along the Poona foreshore, and subsequently influence the boat ramp precincts and foreshore walking trails.

BOAT RAMP PRECINCTS

■ New Boat Ramp Precinct

■ Existing Boat Ramp Precinct

PROJECT 1

SUMMARY

Plan and incrementally deliver both a new boat ramp and renewed existing boat ramp precinct.

The existing boat ramp precinct is to be revised as a 'Community Hub', including a shared street environment on Owen Cox Street connecting across Boronia Drive. This connection adopts a pedestrian and cycle priority crossing into the Community Hall and parkland, connecting two central community precincts: the existing boat ramp and Community Hall facilities. The shared street is to visually prioritise pedestrian and cyclist movement through materials, signage and design arrangements.

The new boat ramp will provide upgraded, safer water access. The ramp facilities will allow for equitable accessibility and improved provision of parking, including trailer parking.

RESPONSIBILITY

The development of the Shared Street concept and budgeting for its delivery rests with Fraser Coast Regional Council. There is potential opportunity for the PCPA and Council to apply for funding from a range of funding partners.

The delivery of the new boat ramp precinct rests with the Department of Transport and Main Roads, with consultation from both Council and the Poona community.
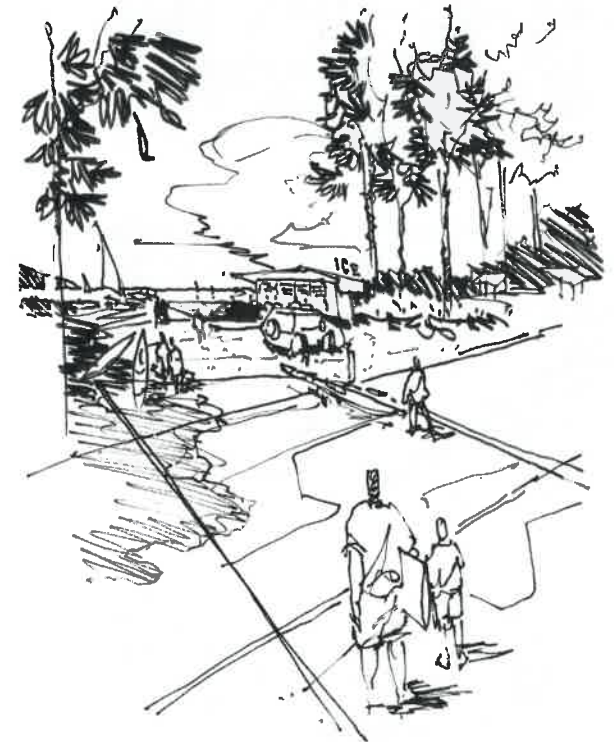
PRIORITY

Design: Short Term
Construction: Medium Term

BUDGET

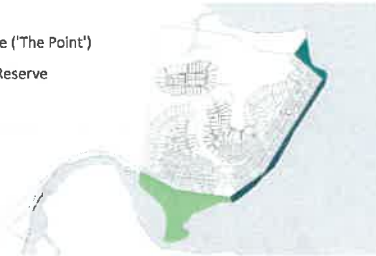Budget subject to concept design, and/or funding application.

FORESHORE

- Poona Foreshore
- Northern Foreshore ('The Point')
- Mangrove Nature Reserve

PROJECT 2

SUMMARY

Plan and incrementally deliver foreshore upgrades between the existing boat ramp and the northern foreshore. This should occur through the development of a master plan for the full foreshore length, with additional concept plans provided for key sections for staged delivery.

The foreshore upgrades are intended to be sensitively designed to sit comfortably and confidently within the existing context whilst being sure not to overwhelm the existing natural coastal presentation. In accordance with the Native Title Determination Map (refer Appendix 5), thorough consultation with Poona's Traditional Owners is required for any development along the foreshore.

Key components of upgrading the foreshore include carefully threading a materially sensitive and contextually appropriate pathway along the foreshore, allowing access for all abilities. Coastal views should be maximised for path users and residents, existing trees retained, and strategic new tree plantings incorporated. Subtle but nonetheless clearly visible markers should be included to delineate the public private interface. These could be integrated with advisory and wayfinding signage. It is not contemplated that significant amenities will be provided however strategic seating may be sparingly included.

RESPONSIBILITY

The development of a Master Plan and supporting concept plans rests with Fraser Coast Regional Council and may require the engagement of additional consultants at the Council's discretion.

PRIORITY

Short Term

BUDGET

The project budget is subject to design outcomes of Master Plan.

WALKING TRAILS

- Foreshore Pathway
- New Boat Ramp Connection

PROJECT 3

SUMMARY

Develop a succinct walking trail guideline and upgrade relevant trails. This incorporates the functional improvement of trail surfaces, ideally as an expression of local landscape, as well as establishing a clear, logical hierarchy of existing and potential trails. Altering and improving Poona's trail network entails partnership between the community, the Fraser Coast Regional Council, Traditional Owners, and the Department of Environment and Science (DES).

A trail guideline document should graphically and clearly communicate which combination of parameters is applicable to which situation and what site-specific investigations should be undertaken. The guideline should concisely identify and demonstrate the range of challenges evident within Poona and provide guidance on design arrangements to address site specific, local contexts. This includes trail hierarchies, arrangement, materiality, equitable accessibility standards, maintenance, constructability, drainage, and functional parameters (for example, signage, setbacks etc).

There are a range of Poona locations and trail conditions that will be applicable to other communities and environmental areas within the Fraser Coast. The development of a Poona trail guideline can provide a strong underpinning reference document suitable for tailoring to other FCRC locations and purposes.

RESPONSIBILITY

The development of the Walking Trail Guideline rests with Fraser Coast Regional Council. It is expected that FCRC will liase with both Traditional Owners and DES.

PRIORITY

Medium Term

BUDGET

The budget range for the Guideline is expected to be $20,000, pending project extent.

COMMUNITY SERVICES

■ Proposed Bus Loop
■ Proposed Green Waste & Visting GP Facilities

P4

PROJECT 4

GREEN WASTE

Green Waste Transfer Stations could be strategically and sensitively located throughout Poona with the intention being that green waste is deposited ready for a Council provided and trained, community operated mulcher to be used by trained and insured community members to produce communal mulch.

SUMMARY

The provision of Community Services and collaborative community provision of services is a project that resonated with a large proportion of the community.

The development of the three most desired service streams (above) is not a simple task and will rely on energy from both the Fraser Coast Regional Council, the Community and a willingness for a private or public health organisation to support the health service delivery through financial or resource means.

RESPONSIBILITY

The development of each of these initiative streams rests with establishing a committee between FCRC and the Poona Community Progress Association

PRIORITY

Short Term: Establish community/Council project group

BUDGET

The overall project budget is subject to each service scope and outcomes of negotiation.

HEALTHCARE SERVICES

Improved access to medical services and facilities will be established through partnerships between community, council, state government and health service providers. Consideration of Healthcare Services could include physical presence of health services, visitation arrangements and telehealth services, as an example, to best service the coastal community.

COMMUNITY BUS

A Bus Loop could be provided through a Council, or other agency, supplied and serviced small bus (11 or 22 seater), driven by community volunteers to a seasonal schedule. This could be partially supported by a small rates "opt in" and a gold coin donation for non residents.

POONA HEART

■ Poona Heart (Core Precinct)

P5

PROJECT 5

SUMMARY

The Poona Heart Core Precinct Framework is required to guide the planning and development of the Village Core. The Precinct Framework should investigate, plan, and develop delivery priorities for the core and most desirable community facilities for Poona residents and visitors.

Facility planning should focus upon the immediate and projected needs of the existing population but also consider the needs of any target visitors and future residents. Planning for the provision of civic gathering, social, sporting, and maker facilities will strengthen and galvanise community spirit.

The Framework should be developed by Fraser Coast Regional Council in close collaboration with the Poona Community Progress Association, capturing many of the identified community priorities. Importantly, the document created should not be a static glossy document, but rather a working document that can evolve with community needs. It should be structured so as to be easily and regularly updated by FCRC and PCPA with only occasional strategic advice from trusted advisors.

RESPONSIBILITY

The development of the Poona Heart Core Precinct Framework rests with establishing a committee between Fraser Coast Regional Council and the Poona Community Progress Assocation to determine the preliminary Core Precinct Investigation projects and then determine a brief for specialist involvement.

PRIORITY

Project Group Formation: Immediate Ongoing meetings required.

BUDGET

The budget range for this project is expected to be between $2,500 to cover expenses only.
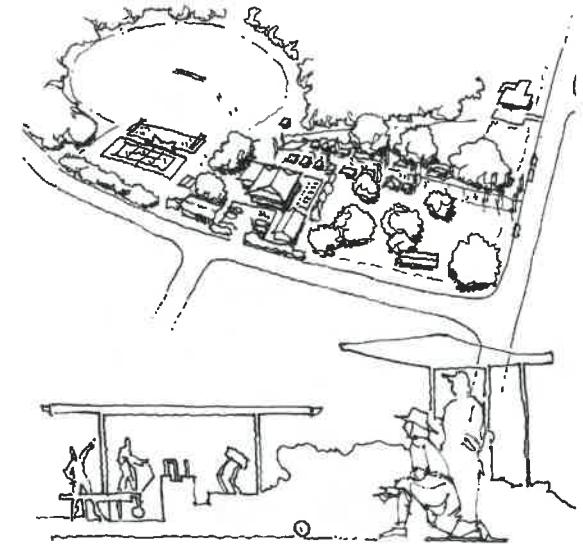
PREVIOUS COMMUNITY CONSULTATION SUMMARY

The summary below is provided as a snapshot of past consultation and correspondence, it is intended to evidence the overarching content only. The detail of this information is available in the originating correspondence and reporting from Fraser Coast Regional Council and the Poona Community Association.

06

Consultation Date: 11 October 2017

Extensive consultation between the community and the Planning Committee determined an 'ideas database'; this aims to capture a broad range of community views and opinions around the evolution of Poona. The database provided a foundation for the agreed vision, and determined the '10 Pillars' which broadly encompass the needs expressed by the community.

The Planning Committee then embarked on consultation with the FCRC

Community Infrastructure Plan identifies the following three key requests:

- Council to endorse Poona's submission on the boat ramp;
- Council to note Poona's submission on infrastructure and land use planning and to provide assistance; and
- Council to put an end to ad hoc infrastructure and one off project funding.

The road map guides Council's future engagement with the Poona community will be based on the following key elements:

1. Infrastructure and land use planning – boat ramp feasibility and options

The Queensland Recreational Boating Facilities Demand Forecasting Study 2016 identifies that:

The current and future demand for publicly accessible recreational boating facilities within the Fraser Coast area over the next 20 years;

It is intended to be used to inform funding priorities from 2018-19 onwards;

It is one tool in a broader assessment process to select and prioritise sites for development; and;

Further assessment and analysis is anticipated to provide sufficient justification to progress the projects further.

Importantly, the Study identifies that the proposed location in Poona is only expected to provide part-tide access to open water. Further, DTMR have recently advised that no dredging will be undertaken owing to the nature and classification of the Great Sandy Straits, and the understanding that approvals will not be forthcoming. However, bathymetry studies confirm tidal access will be significantly better than existing conditions.

2. Land Use Planning

The current Poona township land use controls resulted from a master plan prepared by Forrester Kurts in the late 1990s.

The town is well serviced with residential and commercial zoned land.

Land values have fluctuated considerably over the years, it is not considered that this is a town planning issue but rather a result of broader economic trends

3. Community Environment Program

It is noted that the community would like a community environment plan developed and agreed with council, to guide all future works by the Council or the community and to address community goals in foreshore protection, walking tracks, promotion of natural assets and features; and protection of Ramsar wetlands, shorebirds, threatened species, etc.

4. Community Leadership Program and Community Engagement Seniors Liaison Program

Council is currently implementing an organisational restructure which will see a Community Development Officer – Small Communities appointed within the Community Development and Engagement Department.

Consultation Date: 18 October 2017

Boat Ramp:

The Poona Community would appreciate some elaboration on the proposed feasibility study. Who would be funding the consultancy and what would be the terms of reference?

The Poona Community would strongly contend that the TOR should encompass ongoing consultation with the effected Poona community.

Importantly, the 'Queensland Recreational Boating Facilities Demand Forecasting Study 2016', prepared by GHD consultants, identifies that the proposed location in Poona is only expected to provide part-tide access to open water.

Based on local knowledge the proposed location provides full access to open waters for a small dingy; full access to estuarine waters for all boats and provides shelter from wind and wave action. The proposed site's utility is the same as neighbouring towns such as Tuan and Maaroom.

A feasibility study is certainly a step forward on the boat ramp relocation proposal. Poona exists as community because of its location, in a superb marine environment and was served by a boat ramp with a dredged channel which was maintained for many years. The channel has now silted over. The boat ramp is the access to the very environment that was the genesis of the community and as such a boat ramp, with reasonable utility, is at the heart and soul of Poona.

Planning:

Community wants to develop a 10 year plan and have access to a specialist skill set to guide us through a process with the full community and Council, that looks at such things as –

Having regard to the ageing community and likely increase in tourism

Ensuring that potential synergies between say drainage, pedestrian paths and foreshore erosion are realised to ensure the most cost effective options

Recognising the increased traffic and pedestrians in holiday periods, is there a need to separate pedestrians and traffic along Boronia and Outridge.

Should Owen Cox St become a shared zone

Do our nature walks need boardwalks or other features where they are boggy in the wet

Should there be more featured gardens etc.

Consultation Date: 20 November 2017

Neighbourhood Plan

Based on the Planning Committee's research, the concept of the Neighbourhood Plan sets out the community's desire and purpose of each element of the plan. These elements would subsequently form the design criteria for operational plans.

Detailed discussion relevant to the best way to develop the Plan and the Poona representatives strongly advocated the necessity for a person with skills in urban and environmental planning.

Reference Plans

A number of plans were tabled and examined and compared to the sample Neighbourhood Plan.

Pros & Cons of Expert Planner/facilitator

The Planning Committee favoured the engagement of a specialist planner and that person could also facilitate the community workshops or if necessary, a second consultant could be used for that second phase.

10 PILLARS - PRIORITY IMPORTANCE CHECKLIST

10 PILLARS	Very Important	Fairly Important	Important	Slightly Important	Not at all Important	Comments
01 Walking Trails						
_Improve walking trails with all-weather surfaces	☐	☐	☐	☐	☐	
_Build pathways to the new boat ramp	☐	☐	☐	☐	☐	
_Create a pathway/ boardwalk/ markers along the foreshore	☐	☐	☐	☐	☐	
_Build the missing link paths between developments	☐	☐	☐	☐	☐	
_Build wider paths so that snakes can easily be seen	☐	☐	☐	☐	☐	
_Build a number of bird hides along the trails	☐	☐	☐	☐	☐	
02 Beach Erosion						
Invest in preventing shoreline erosion by:						
_Creating rock protection	☐	☐	☐	☐	☐	
_Using pathways as revetments	☐	☐	☐	☐	☐	
_Installing protective planting	☐	☐	☐	☐	☐	
_Installing outfall access for tidal fishing	☐	☐	☐	☐	☐	
03 Foreshore infrastructure						
Noting a new Poona Creek boat ramp is proposed:						
_Add a pontoon to new ramp for paddle craft access	☐	☐	☐	☐	☐	
_Enhance existing boat ramp area as foreshore focal point	☐	☐	☐	☐	☐	
_Install channel marking	☐	☐	☐	☐	☐	
04 Foreshore Enhancements						
_Install additional seating / picnic facilities in public areas	☐	☐	☐	☐	☐	
_Install a formal pathway / boardwalk for all weather access	☐	☐	☐	☐	☐	
_Install informal pathways (e.g. sand, gravel)	☐	☐	☐	☐	☐	
_Install public property markers to define foreshore edge	☐	☐	☐	☐	☐	
_Remove exotic plantings and install native plantings	☐	☐	☐	☐	☐	
_Limit turfing and mowing of foreshore	☐	☐	☐	☐	☐	
_Ensure unrestricted foreshore access (no private barriers)	☐	☐	☐	☐	☐	
_Ensure regular foreshore vegetation maintenance	☐	☐	☐	☐	☐	
05 Streetscape						
_Create a new Poona entrance feature	☐	☐	☐	☐	☐	
_Create a separated shared pathway (cycle and walking)	☐	☐	☐	☐	☐	
_Lower speed limit & use walk cycle graphics to share the road	☐	☐	☐	☐	☐	
_Make Owen Cox street a shared street to existing boat ramp	☐	☐	☐	☐	☐	
_Improve ease & presentation of parking near caravan park	☐	☐	☐	☐	☐	
_Improve verge drainage & property crossovers	☐	☐	☐	☐	☐	

10 PILLARS	Very Important	Fairly Important	Important	Slightly Important	Not at all Important	Comments
06 Precinct Infrastructure						
_Replace existing public amenities with accessible facilities	☐	☐	☐	☐	☐	
_Develop market alley as tribute to district pioneers/ ANZACs	☐	☐	☐	☐	☐	
_Build a "Mens Shed" / Peoples' Shed	☐	☐	☐	☐	☐	
_Plan for bowling greens and a bowls club	☐	☐	☐	☐	☐	
_Install a swimming enclosure near the existing boat ramp	☐	☐	☐	☐	☐	
_Create a memorial wall for those that scatter ashes	☐	☐	☐	☐	☐	
07 Precinct Enhancements						
_Install more all-age exercise equipment	☐	☐	☐	☐	☐	
_Install more playground equipment	☐	☐	☐	☐	☐	
_Expand the community garden	☐	☐	☐	☐	☐	
_Install more parkland BBQ areas	☐	☐	☐	☐	☐	
_Ensure all equipment / shelters are of Poona character	☐	☐	☐	☐	☐	
08 Community Services						
_Establish a visiting GP medical room at the Community Hall	☐	☐	☐	☐	☐	
_Establish a community bus / cooperative car service	☐	☐	☐	☐	☐	
_Establish a community equipment service (mulcher etc)	☐	☐	☐	☐	☐	
_Establish a community green waste mulch service quarterly	☐	☐	☐	☐	☐	
09 Development & Tourism						
_Install a more prominent sign at the Poona turn-off	☐	☐	☐	☐	☐	
_Install a solar operated light at the Poona turn-off	☐	☐	☐	☐	☐	
_Partner with other towns on regional promotion campaign	☐	☐	☐	☐	☐	
_Create a community coffee and craft shop	☐	☐	☐	☐	☐	
_Revitalise the Poona Webpage	☐	☐	☐	☐	☐	
_Provide computer access and assistance at the Hall	☐	☐	☐	☐	☐	
10 Council Services						
_Establish a council green waste collection transfer station	☐	☐	☐	☐	☐	
_Establish a Foreshore maintenance program	☐	☐	☐	☐	☐	
_Establish new toilet amenities at the point	☐	☐	☐	☐	☐	
_Establish a design character document to guide new house and ancillary buildings	☐	☐	☐	☐	☐	
_Establish a design guide to establish approved character for future amenities blocks, playgrounds and foreshore works.	☐	☐	☐	☐	☐	
_Establish a vegetation guide for new planting and removal of existing vegetation.	☐	☐	☐	☐	☐	

PRIORITY IMPORTANCE CHECKLIST - OUTCOMES

These outcomes reflect community priority, and aid in informing the prioritisation of future community infrastructure.

WALKING TRAILS

	VERY IMPORTANT	FAIRLY IMPORTANT	IMPORTANT	SLIGHTLY IMPORTANT	NOT AT ALL IMPORTANT	TOTAL
Improve walking trails with all-weather surfaces	36.00% 18	8.00% 4	18.00% 9	20.00% 10	18.00% 9	50
Build pathways to the new boat ramp	35.29% 18	21.57% 11	19.61% 10	11.76% 6	11.76% 6	51
Create a pathway/boardwalk/markers along the foreshore	41.51% 22	13.21% 7	13.21% 7	13.21% 7	18.87% 10	53
Build the missing link paths between developments	33.33% 17	15.69% 8	21.57% 11	13.73% 7	15.69% 8	51
Build wider paths so that snakes can easily be seen	28.85% 15	11.54% 6	13.46% 7	9.62% 5	36.54% 19	52
Build a number of bird hides along the trail	19.23% 10	21.15% 11	9.62% 5	13.46% 7	36.54% 19	52

BEACH EROSION

	VERY IMPORTANT	FAIRLY IMPORTANT	IMPORTANT	SLIGHTLY IMPORTANT	NOT AT ALL IMPORTANT	TOTAL
Creating rock prevention	51.02% 25	20.41% 10	10.20% 5	16.33% 8	2.04% 1	49
Using pathways as revetments	34.78% 16	21.74% 10	15.22% 7	15.22% 7	13.04% 6	46
Installing protective planting	54.90% 28	25.49% 13	15.69% 8	1.96% 1	1.96% 1	51
Installing outfall access for tidal fishing	29.41% 15	17.65% 9	21.57% 11	19.61% 10	11.76% 6	51

FORESHORE INFRASTRUCTURE

	VERY IMPORTANT	FAIRLY IMPORTANT	IMPORTANT	SLIGHTLY IMPORTANT	NOT AT ALL IMPORTANT	TOTAL
Add a pontoon to new boat ramp for paddle craft to access	52.94% 27	17.65% 9	9.80% 5	3.92% 2	15.69% 8	51
Enhance existing boat ramp area as foreshore focal point	51.85% 28	16.67% 9	20.37% 11	7.41% 4	3.70% 2	54
Install channel marking	76.47% 39	13.73% 7	1.96% 1	1.96% 1	5.88% 3	51

FORESHORE ENHANCEMENT

	VERY IMPORTANT	FAIRLY IMPORTANT	IMPORTANT	SLIGHTLY IMPORTANT	NOT AT ALL IMPORTANT	TOTAL
Install additional seating/picnic facilities in public areas	39.62% 21	22.64% 12	18.87% 10	7.55% 4	11.32% 6	53
Install a formal pathway/boardwalk for all weather access	29.79% 14	17.02% 8	14.89% 7	14.89% 7	23.40% 11	47
Install formal pathways (eg sand, gravel)	28.30% 15	15.09% 8	20.75% 11	20.75% 11	15.09% 8	53
Install public property markers to define foreshore edge	32.65% 16	14.29% 7	18.37% 9	14.29% 7	20.41% 10	49
Remove exotic plantings and install native plantings	32.08% 17	11.32% 6	28.30% 15	9.43% 5	18.87% 10	53
Limit turfing and mowing of foreshore	21.57% 11	11.76% 6	17.65% 9	7.84% 4	41.18% 21	51
Ensure unrestricted foreshore access (no private barriers)	59.62% 31	13.46% 7	15.38% 8	1.92% 1	9.62% 5	52
Ensure regular foreshore vegetation maintenance	64.81% 35	14.81% 8	14.81% 8	3.70% 2	1.85% 1	54

STREETSCAPE

	VERY IMPORTANT	FAIRLY IMPORTANT	IMPORTANT	SLIGHTLY IMPORTANT	NOT AT ALL IMPORTANT	TOTAL
Create a new Poona entrance feature	20.75% 11	7.55% 4	15.09% 8	22.64% 12	33.96% 18	53
Create a separated shared pathway (cycle and walking)	19.61% 10	5.88% 3	9.80% 5	25.49% 13	39.22% 20	51
Lower speed limit & use walk cycle graphics to share the road	21.15% 11	7.69% 4	15.38% 8	11.54% 6	44.23% 23	52
Make Owen Cox street a shared street to existing boat ramp	27.45% 14	7.84% 4	21.57% 11	17.65% 9	25.49% 13	51
Improve ease & presentation of parking near Caravan Park	24.53% 13	24.53% 13	16.98% 9	13.21% 7	20.75% 11	53
Improve verge drainage & property crossovers	34.62% 18	30.77% 16	15.38% 8	9.62% 5	9.62% 5	52

PRECINCT INFRASTRUCTURE

	VERY IMPORTANT	FAIRLY IMPORTANT	IMPORTANT	SLIGHTLY IMPORTANT	NOT AT ALL IN IMPORTANT	TOTAL
Replace existing public amenities with accessible facilities	25.49% 13	25.49% 13	25.49% 13	15.69% 8	7.84% 4	51
Develop market alley as tribute to direct pioneers/ANZACs	28.00% 14	20.00% 10	20.00% 10	20.00% 10	12.00% 6	50
Build a "Mens Shed"/People's Shed	15.09% 8	30.19% 16	20.75% 11	5.66% 3	28.30% 15	53
Plan for bowling greens and a bowls club	9.43% 5	26.42% 14	13.21% 7	24.53% 13	26.42% 14	53
Install a swimming enclosure near the existing boat ramp	13.46% 7	17.31% 9	13.46% 7	17.31% 9	38.46% 20	52
Create a memorial wall for those that scatter ashes	13.46% 7	17.31% 9	23.08% 12	9.62% 5	36.54% 19	52

PRECINCT ENHANCEMENT

	VERY IMPORTANT	FAIRLY IMPORTANT	IMPORTANT	SLIGHTLY IMPORTANT	NOT AT ALL IMPORTANT	TOTAL
Install more all-age exercise equipment	25.00% 13	26.92% 14	21.15% 11	13.46% 7	13.46% 7	52
Install more playground equipment	11.32% 6	18.87% 10	28.30% 15	18.87% 10	22.64% 12	53
Expand the community garden	17.65% 9	17.65% 9	39.22% 20	19.61% 10	5.88% 3	51
Install more parkland bbq areas	23.08% 12	21.15% 11	23.08% 12	13.46% 7	19.23% 10	52
Ensure all equipment / shelters are of Poona character	47.06% 24	25.49% 13	21.57% 11	0.00% 0	5.88% 3	51

COMMUNITY SERVICES

	VERY IMPORTANT	FAIRLY IMPORTANT	IMPORTANT	SLIGHTLY IMPORTANT	NOT AT ALL IMPORTANT	TOTAL
Establish a visiting GP medical room at the Community Hall	50.94% 27	16.98% 9	16.98% 9	9.43% 5	5.66% 3	53
Establish a community bus / cooperative car service	33.33% 18	27.78% 15	25.93% 14	9.26% 5	3.70% 2	54
Establish a community equipment service (mulcher etc)	19.23% 10	15.38% 8	30.77% 16	17.31% 9	17.31% 9	52
Establish a community green waste mulch service quarterly	42.31% 22	21.15% 11	23.08% 12	9.62% 5	3.85% 2	52

PRIORITY IMPORTANCE CHECKLIST - OUTCOMES

These outcomes reflect community priority, and aid in informing the prioritisation of future community infrastructure.

DEVELOPMENT & TOURISM

	VERY IMPORTANT	FAIRLY IMPORTANT	IMPORTANT	SLIGHTLY IMPORTANT	NOT AT ALL IMPORTANT	TOTAL
Install a more prominent sign at the Poona turn-off	20.75% 11	16.98% 9	26.42% 14	11.32% 6	24.53% 13	53
Install a solar operated light at the Poona turn-off	31.11% 14	22.22% 10	17.78% 8	11.11% 5	17.78% 8	45
Partner with other towns or regional promotion campaign	17.31% 9	23.08% 12	28.85% 15	15.38% 8	15.38% 8	52
Create a community coffee and craft shop	32.08% 17	11.32% 6	24.53% 13	9.43% 5	22.64% 12	53
Revitalise the Poona webpage	19.15% 9	19.15% 9	44.68% 21	6.38% 3	10.64% 5	47
Provide computer access and assistance at the Hall	17.65% 9	9.80% 5	41.18% 21	21.57% 11	9.80% 5	51

COUNCIL SERVICES

	VERY IMPORTANT	FAIRLY IMPORTANT	IMPORTANT	SLIGHTLY IMPORTANT	NOT AT ALL IMPORTANT	TOTAL
Establish a Council green waste collection transfer station	62.96% 34	9.26% 5	14.81% 8	9.26% 5	3.70% 2	54
Establish a foreshore maintenance program	60.78% 31	17.65% 9	19.61% 10	0.00% 0	1.96% 1	51
Establish new toilet amenities at the point	44.44% 24	9.26% 5	16.67% 9	7.41% 4	22.22% 12	54
Establish a design character document to guide new house & ancillary buildings	36.00% 18	10.00% 5	22.00% 11	6.00% 3	26.00% 13	50
Establish a design guide to establish approved character for future amenities blocks, playgrounds & foreshore works	41.18% 21	23.53% 12	21.57% 11	5.88% 3	7.84% 4	51
Establish a vegetation guide for new planting and remove of existing vegetation	36.54% 19	21.15% 11	23.08% 12	7.69% 4	11.54% 6	52

VISION WORKSHOP SUMMARY

PRESENTATION SUMMARY

The Vision Workshop was held at the Community Hall from 11am to 1pm on Friday 25th October 2019.

The workshop was facilitated by Archipelago with representation from project partners the Fraser Coast Regional Council and the Poona Community Progress Association.

The project was publicised through social media and through letterbox drops and notices at key locations throughout Poona.

The community turnout and participation in the workshop process was strong with approximately 120 people in attendance.

The Workshop structure focused upon:

1. Setting the Scene (project overview)

2. Identifying the Challenges and Opportunities

3. Discussing the 10 Poona Pillars & sub-opportunities

4. Building consensus
   (survey on each chair filled out following the presentation
   +
   voting posters on each wall posters for each pillar)

5. Identifying the Next Steps

25TH OCT	AGENDA
11:00 - 11:10	Workshop
11:10 - 11:30	Project Overview
11:30 - 12:45	Pillar Opportunities
12:45 - 1:00	Next Steps

VISION WORKSHOP OUTCOME COMMENTS

1. Walking Trails

— Walking trails need to be clear
— Hazards
— Issues with accessibility/wheelchairs/frameset
— Older population/mobility/pedestrian realm importance
— Needs of walking, cycling?
— Not asking for all concrete pathways, just one good one!
— Alternatives to concrete
— Road base
— Natural
— Mobility accessible services
— "Place for Everyone"
— Suggest between boat ramp and Point
— Woodgate example
— Platforms for fishing opportunity
— Agreement:
— hierarchy of path network – connection of mobility infrastructure to caravan parks
— Missing Link paths? Clear understanding of where pathways and private properties etc.
— Find ways of stitching green spaces together. Signage to not create visual clutter

2. Beach Erosion

— Adjust erosion line on plan.
— Agreement:
— Erosion issue is important!
— Toilet block damage
— Protection
— Replacement
— Location

— Policy re: if its going to erode let it erode.
— AGREEMENT
— Areas where no mangroves seem to not erode)mangroves attract mud -v- beach)
— Education on not destroying vegetation
— Can we manicure mangroves?
— Re-establishment of....
— Celebrity "Mongrel" mangroves near boat ramps
— 40 years ago – rockwall at Poona
— Studies on benefits of greyness etc.
— CHAS feedback from survey
— Get to Peter

3. Boat Ramp

— New boat ramp will create erosion
— Existing ramp needs digging out – show handsome support
— 10 min difference between tides go slow zones
— No. of required parking/trailer parks.
— 50/50 split with show of hands – New vs Old
— If new ramp – will exist ramp exist
— DTME hasn't seen anything related to private ramp
— New ramp will provide near all tide access
— 2 low spots – hydrology studies
— Has there been a "noise" study for new ramp.
— Hydrology – erosion etc can change depths

4. Foreshore Infrastructure and Erosion

— No MTCE of existing walkways leaving hazards – pine nuts, palm leaves etc.
— Crusher dust -v- gravel as surface
— Agreement: more natural surface
— Concrete paths create MTCE regime

— Agreement: foreshore high priority
— Who is going to maintain additional infrastructure
— Tables
— Chairs
— Shelters
— Etc.
— Timeframes for repairs/replacement of foreshore infrastructure – not quick enough
— No POO bags in bins
— Is all infrastructure going to affect rates?
— Foreshore drainage issues, swales, pipes – new infrastructure needs to consider drainage/overflow land
— Who is responsible for fixing fallen trees – esplanade
— FCRC -v- State Government
— Lots of Palm Trees + Palm fronds – need to be collected

5. Foreshore Infrastructure and Erosion

— Investigate lower speed limits
— Snapper Drive
— Peter comment: variety of methods to slow traffic
— Agreement: Poona entrance is awesome
— Signage on "No Through Roads"
— No-one reads speed signs on Boronia Dr.
— Visitors/holiday makers and locals

— Council Trucks should be reminded to slow down

— Signage/challenges – Poona is for all users

— Streets are thought about differently

— Shared traffic area – Kerb channelling – main circuit bitumen is a priority

6. Precinct Enhancements

— Can we require "developers" to deliver some community infrastructure?
— No-one sidelined during future discussions

7. Precinct Infrastructure

— Bowls Green – have quotes – need grants
— Parallel to tennis court
— Second toilet block – walkers to foreshore
— I moved to Poona because of no Hotel

8. Community Services

— Mulcher available – but dangerous
— Potential for FTE person @ Poona (FCRC)
— Mobility for bus/community Bus
— Local car pool – service already exist
— Can this be grown?

9. Development

— Don't move boat ramp - leave it where it is

10. Council Services

— Suggest – vouchers for dump
— Toilets near mangrove walk
— When Hall closed – no toilets – now addressed
— Genuine public access
— Rubbish – Kerbside collection – no longer
— Boonooroo refuse facility

BIODIVERSITY AREAS

Poona's landscape is a beautiful environment that nonetheless has challenges including bushfire risks associated with natural forest on its doorstep, and acid sulphate soils present in low lying areas.

1. State Forest
2. RAMSAR Wetlands
3. Great Sandy Designated Area & Shorebird roosting & feeding area

MSES Wildlife Habitat

CONTEXT

BIODIVERSITY MARINE

Poona's coastline and marine environment is the key attraction for residents and visitors.

MSES High Ecological Value Waters

MSES High Ecologically Significant Wetland

Local Wetlands

NATURAL MARINE AND LANDSCAPE

Poona is "delightfully isolated" by State Forest, Ramsar wetlands and World Heritage National Park.
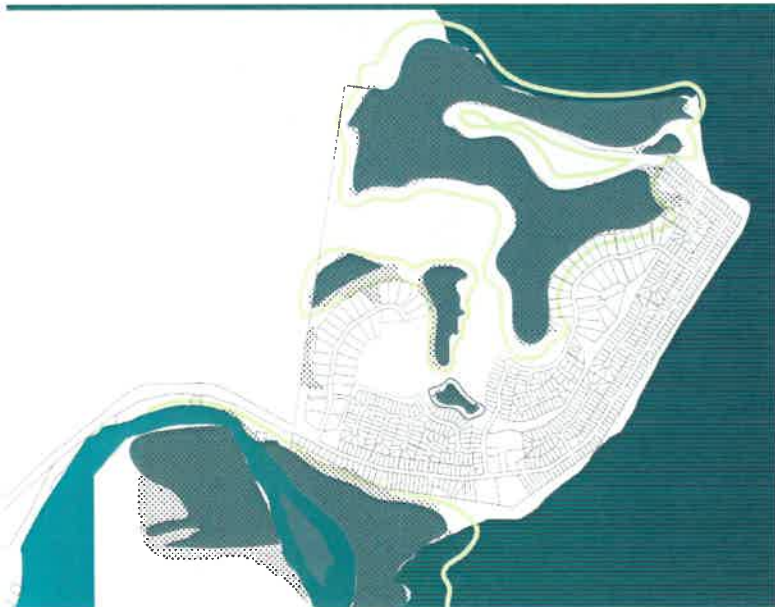
Situated on Queensland's Great Sandy Strait, Poona overlooks the pristine waters of the Strait and the World Heritage Listed Fraser Island. It is an iconic Queensland landscape, with magnificent scenery and features renowned nationally and internationally.

Poona boasts some of southern Queensland's best estuarine fishing with direct access to the protected waters and mangrove lined creeks throughout the Great Sandy Marine Park and the southern parts of Fraser Island.

The Strait is a marine haven for dolphins, turtles and dugongs. The calm waters are also greatly valued for non-motorised marine activities including kayaking and sailing activities.

Poona has direct natural bushland and Ramsar wetland access, both of which feature an abundant diversity of flora and fauna. This Ramsar wetland is the only sandy wetland site in the world.
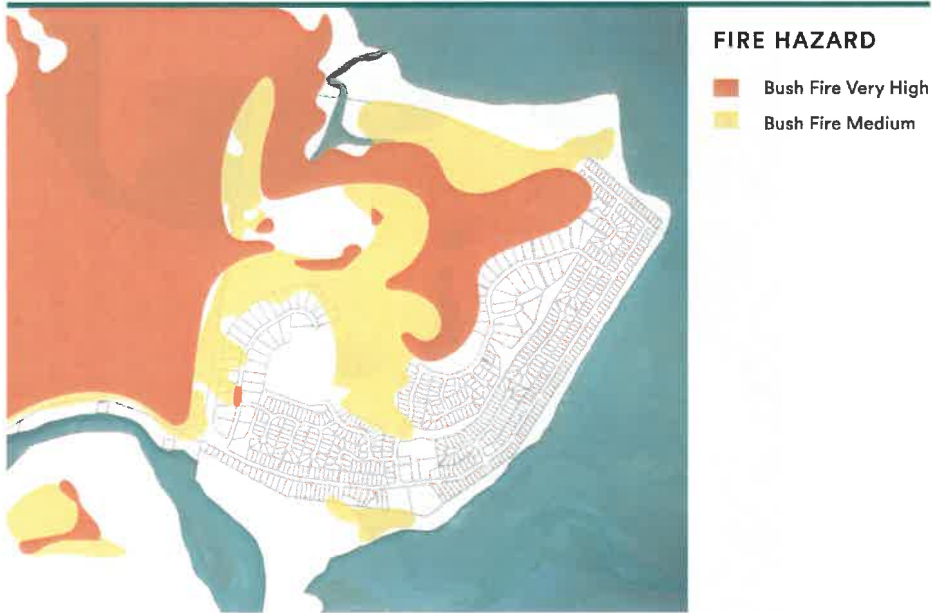
Both the bushland and the wetlands are exceptional local assets, beloved by residents and visitors who enjoy walking, kayaking and bird watching in this natural setting. These assets are expected to grow in popularity as tourism growth in the region is inevitable and provides an opportunity for environmentally sensitive, sustainable development.

FIRE HAZARD

- Bush Fire Very High
- Bush Fire Medium

COASTAL HAZARDS

- Local Wetlands
- High Storm Hazard
- Medium Storm Hazard

ACID SULFATE SOILS

- Acid Sulfate Soils

POPULATION

Poona's population continues to grow, increasing at an average rate of about 20 newcomers per year. The permanent population as at the 2016 census was 481 residents, with a median age of 63. Presently the population blossoms from 481 to more than 1,100 during major holiday periods, with an estimated increase in the 0-19 year age group from 28 to 280 people.

CONTEXT

SOCIAL LANDSCAPE

The following italicized text has been directly adopted from the Poona Community website due to the descriptive quality of the narrative.

The name Poona comes from the Butchulla language meaning Bloodwood tree. The traditional owners (a number of tribes) were generally hunters and gatherers in the area of the Great Sandy Strait and Fraser Island (K'gari). Like all places adjacent to K'gari, the area is high in remnant evidence of Butchulla occupation.

Traditional owners have undertaken cultural assessments in the Poona area with Poona Point noted for its cultural significance to the Butchulla people and so too, there are many parts of the adjacent bushland that have identified aspects of cultural significance.

The South Sea Islanders (Kanakas), first arriving in 1867 and working on the cane farms around Maryborough, are understood to have regularly trekked many miles to Poona to a great source of fresh seafood and are said to have established the fish traps, the remnants of which can still be seen today.

Poona, has a link to the early timber industry being a staging point in the transfer of cut logs by water from the Tin Can Bay area to Maryborough.

The Cliffs on Poona Creek were the site of an early dugong hunting industry with the oil extracted and used for medicinal purposes. A dugong processing factory operated on Stewart Island but the decline in dugong numbers led to the industry closing in the 1880's.

The Great Sandy Strait was exploited for its huge oyster beds from about 1870 for around 20 years until the industry was wrecked by an introduced disease. It is understood that a number of the oyster men at the time, had their camp on the Poona shore.
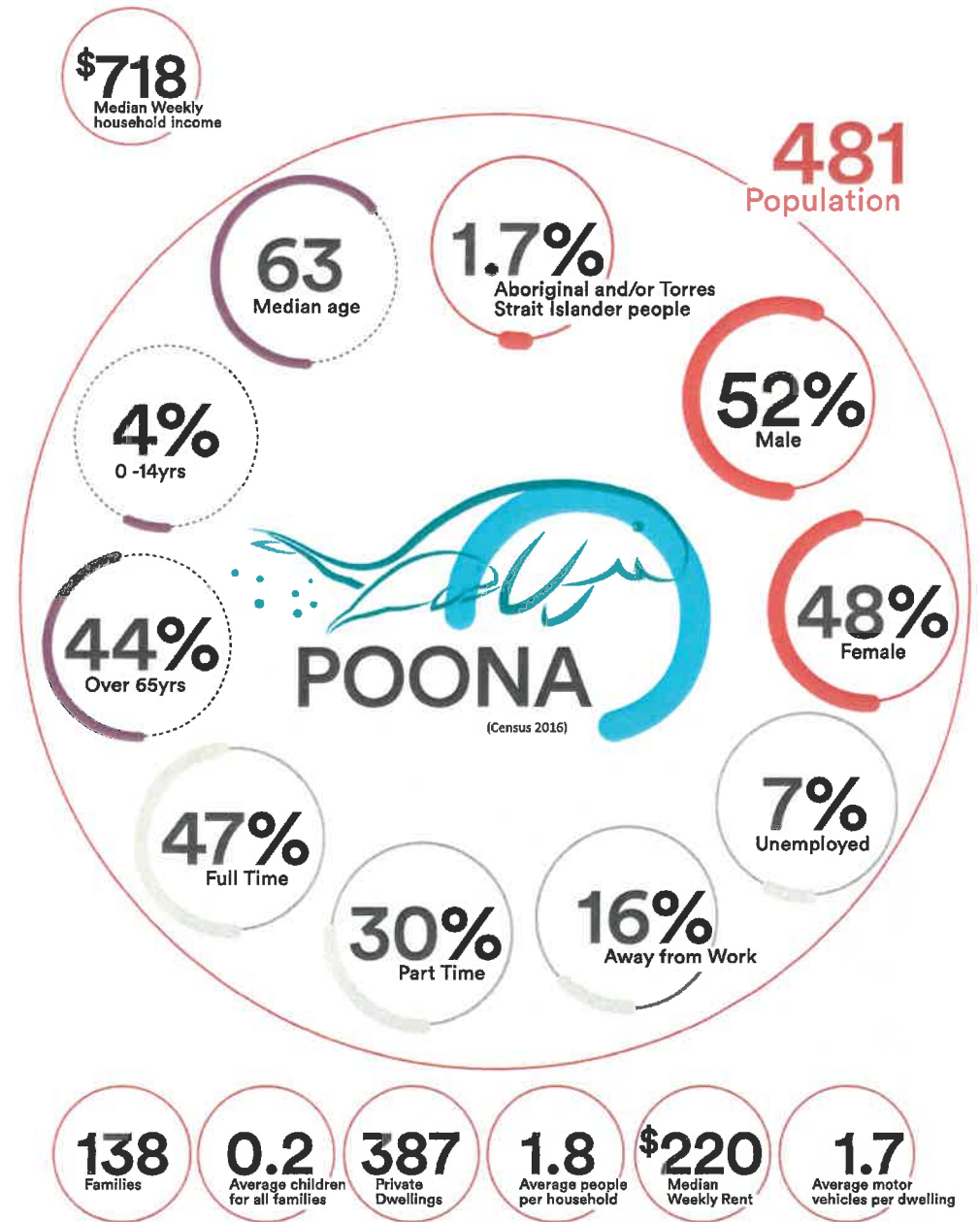
Early pioneers of Poona were the Jamieson family; graziers from Tiaro. There was a single dwelling on a clearing at Poona Point which was believed to have been constructed around 1900. Access to the property was via a sand track and a crude log bridge across Stony Creek.

The home was at one stage in the ownership of a Captain Moffat and later another seafarer Captain Middleton. The last owners of the house were the Armstrong family having acquired the house together with the freehold of one square mile (640 acres). This transfer of title was believed to have taken place in the 1930's. The Armstrong's were the original developers in Poona having gained approval for the first parcels of land (27 lots) to be subdivided on the road known then as New One Chain Rd.

However, before the sale of the land the Cypress trees which were in abundance were cut and transported to the Armstrong's timber mill at Tiaro. The original subdivided lots sold at auction on 11 February 1967, with the original subdivision on the corner of what is now known as Boronia Drive and Outridge Avenue.

In the 60's and 70's there were a number of fishing shacks dotted around the foreshore and on Poona Creek. Unsealed roads and sand tracks were the standard, but the township really started to take shape in the 70's with a number of houses erected along the foreshore side of Boronia Drive and Outridge Avenue. In the early 90's Poona took a new direction with the development of new housing estates. Roads were sealed and kerb and channelling more the standard.

Source: https://poonacommunity.com.au/index.html

$718 Median Weekly household income

481 Population

63 Median age

1.7% Aboriginal and/or Torres Strait Islander people

4% 0 -14yrs

52% Male

44% Over 65yrs

48% Female

POONA (Census 2016)

7% Unemployed

47% Full Time

30% Part Time

16% Away from Work

138 Families

0.2 Average children for all families

387 Private Dwellings

1.8 Average people per household

$220 Median Weekly Rent

1.7 Average motor vehicles per dwelling

Future Development
Low density residential
Medium Density Residential
Community Facility
Neighborhood Centre
Open Space
Environmental management and conservation

CONTEXT

POLICY

The key policy documents (left) are planning, regulatory, corporate and design documents that influence the Poona Community Infrastructure Plan:

_Fraser Coast Planning Scheme 2014 (review commenced in 2020)
_Fraser Coast Community Plan
_FCRC Corporate Plan 2018-2023
_Fraser Coast 2031 Sustainable Growth Strategy
_Poona Reserve Recreation Master Plan
_Poona Boat Ramp Feasibility Study
_Poona Foreshore Management Plan
_Coastal Futures: Planning Our Changing Coastline (to be completed in 2020)

These documents provide guidance on a wide range of requirements, expectations and permitted uses within Poona and the broader region. Future design and planning strategies, as identified through the visioning and consultation process, will be tested against these documents to ensure compliance or to identify where planning and regulatory changes may be required.

CONTEXT
ASSETS

ASSETS

1	Community Hub	5	Tennis Court
2	Centenary Hall	6	Poona Foreshore
3	Rural Fire Brigade	7	Boat ramp
4	Sports Oval	8	Open Space

The following italicized text has been directly adopted from the Poona Community Social Asset Map.

As a small community, Poona is limited in its commercial facilities and generally obtains such services from the nearby provincial town of Maryborough. a desktop audit of existing infrastructure facilities, including recreation and open space, has been identified below.

Poona has the following community infrastructure;

1. A purpose built Community Hall with outdoor entertainment areas on 1.67 ha of land incorporating a general sporting field

2. The Hall, capable of seating a couple of hundred people is a multi-purpose venue with a bar and a comprehensive kitchen facility

3. The Hall is the hub of the community and ideally located across the road from the caravan park so residents and visitors alike can utilise the centre with regular Friday night meals and entertainment

4. Every day of the week the hall is used by local groups for craft, yoga, Tai Chi, exercise classes and line dancing - the land also has-

5. A multi-purpose court (tennis, basketball etc.)

6. A children's playground

7. Exercise equipment, and

8. An ANZAC Memorial

9. The Rural Fire Brigade servicing the district has a base located at the precinct

10. Poona has a single boat ramp

11. Number of walking trails following the old crabbers' tracks and include access to one of the local Ramsar sites.

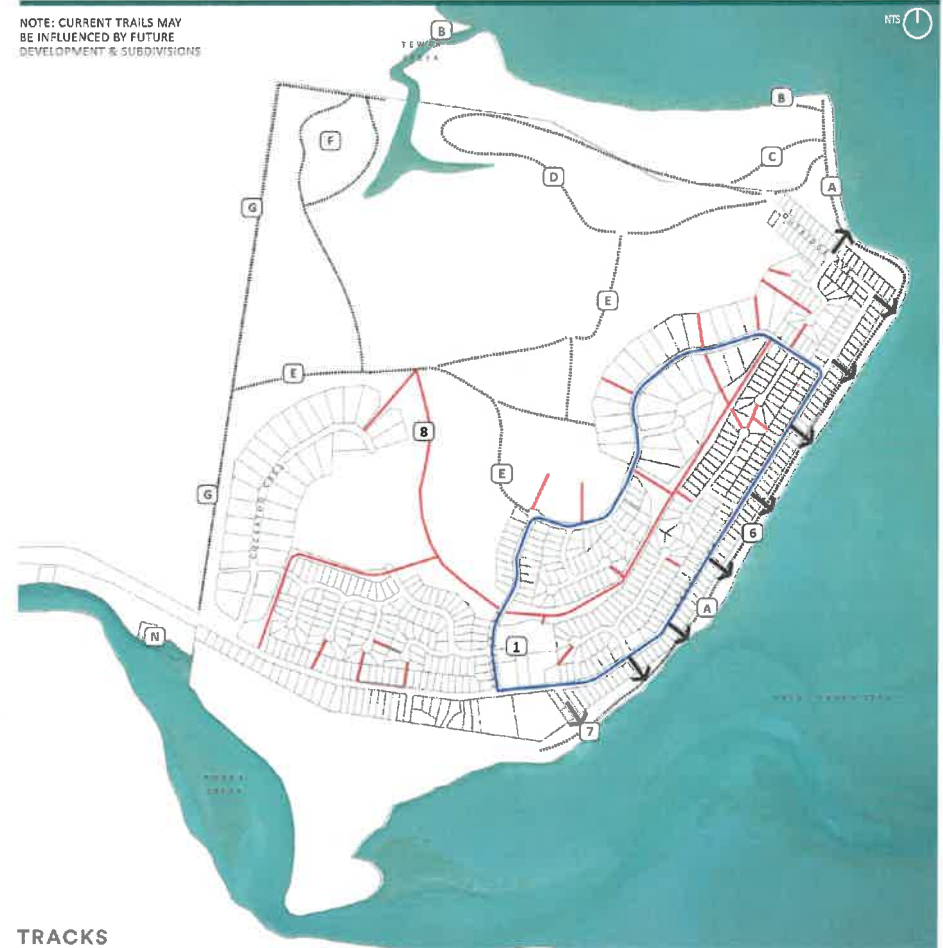*12. Two foreshore sheltered areas for picnicking*

The facilities at the Community Hall are highly regarded by residents and visitors.

Poona has a single boat ramp which historically was dredged to the adjacent channel so as to provide greater access time to the Strait but such dredging has not taken place for several years. The ramp is now much more restricted. Analysis of tide times and weather conditions has shown that the boat ramp is only suitable for small to medium craft and then only for 29% of daylight hours. In summary the asset is not of a comparable standard to other coastal communities on the Great Sandy Strait.

Within, and on the surrounds of the township there are several walking trails many of which follow the historic fisherman/crabbers' tracks, leading to foreshore areas, creeks and fishing spots. These tracks are now more the domain of people wishing to explore the local fauna and flora. Within, and on the surrounds of the township there are several walking trails many of which follow the historic fisherman/crabbers' tracks, leading to foreshore areas, creeks and fishing spots.

Presently, a Feasibility Study for a new boat ramp facility is being undertaken by the Department of Transport and Main Roads (DTMR) and Council. The PCIP assumes the project will proceed, providing upgraded, safer water access, including the provision of improved vehicle and trailer parking.

NOTE: CURRENT TRAILS MAY BE INFLUENCED BY FUTURE DEVELOPMENT & SUBDIVISIONS

TRACKS

A	The foreshore	E	The Back Circuit
B	Ramsar Wetlands	F	Poona's NW Circuit
C	Melaleuca Wetland	G	Fields of Wildflowers
D	Melaleuca & Wallum Circuit	N	Proposed new boat ramp location

— Existing footpaths links	— Strava loop
— Council's current proposed footpaths link	— Planned reclaimed, reinstated or new connections
→ Foreshore access points	···· Current trails, subject to change with future development

ACTIVITY

Running/walking and cycling are relatively safe due to no through traffic, with the streets being flat it is suitable for all age groups.

The Strava heat maps (right) demonstrate the most heavily used running and cycling routes adopted by those using the Strava application to track their movement.

RUNNING HEAT MAP (STRAVA)

CYCLING HEAT MAP (STRAVA)

THE GREAT
SANDY STRAIT

■ Exclusive Areas
■ Non-exclusive Areas
▦ Mangroves

■ Land Influenced by Native Title
■ Water Influenced by Native Title

CONTEXT

NATIVE TITLE

The Butchulla People are the Traditional Owners of Fraser Island and large parts of the Fraser Coast. The land adjacent to the primary Poona subdivision is protected under native title as a 'non-exclusive' area, whilst the Poona foreshore is zoned as an 'exclusive' area.

The map (left) documents exclusive and non-exclusive land titles, and protected mangrove precincts. The exclusive and non-exclusive land titles influence the Indigenous and non-Indigenous rights of land use, including camping, hunting, gathering of natural resources, partaking in ceremonies or rituals, and lighting fires.

In all contexts, irrespective of exclusive or non-exclusive land used, consultation will be undertaken with Poona's Traditional Owners to strengthen and determine project or development opportunities.

Archipelago˙