

Locality	Relations hip to current PIA	Identification – current Strategic Framework ³	Identification – draft Strategic Framework ⁴	Summary of intent - draft Strategic Framework
Maryborough	Within PIA	Urban Area	Urban infill area 3 Note – Refer to Figure 4.	<ul style="list-style-type: none"> Identified for infill development encouraging residential apartment and townhouse development. Incorporating low-medium and medium density development adjacent to the Maryborough CBD. Responsive to the identified areas of traditional building character of existing dwellings.
Hervey Bay TAFE Site	Within PIA	Nil	Infill development catalyst sites Note – Refer to Figure 3.	<ul style="list-style-type: none"> Intent to be developed as a master planned, mixed use area showcasing a diversity of housing types, including innovative housing types accommodating a mix of market, affordable and social housing.
FCRC Tavistock St Administration Site	Within PIA	Nil	Infill development catalyst sites Note – Refer to Figure 3.	<ul style="list-style-type: none"> Opportunity for either the private or public sector to deliver a unique, integrated development focussed on non-traditional housing types and housing diversity.
Expansion Areas Note – The Urban Neighbourhood Expansion place type identifies land in a greenfield setting where urban development is intended to occur within the planning horizon of the planning scheme. Inclusion in the Urban Neighbourhood Expansion place type does not imply that all land in this land use category can be developed as it may be constrained or otherwise unsuitable for development.				
Eli Waters/ Dundowan	Outside the PIA (adjacent)	Urban expansion area	Urban neighbourhood expansion area (Emerging Communities) Note – Refer to Figure 3.	<ul style="list-style-type: none"> Intent to be developed as a residential community. Need to respond to identified physical and environmental constraints and maximises the benefit of recent, significant infrastructure investment. Intent for a range of densities and housing forms are catered for, including a mix of permanent residential and tourist accommodation in the north-western section adjacent to the coast.
St Helens	Outside the PIA (adjacent)	Urban expansion area	Urban neighbourhood expansion area Note – Refer to Figure 4.	<ul style="list-style-type: none"> Serves as the northern extension of Maryborough's urban area. Need to respond to identified physical, environmental constraints and future infrastructure Seeks a local activity centre, Medium density residential development in proximity to the local activity centre and Employment and industry activities building upon the existing industrial estate on Phillip Court.

Locality	Relationship to current PIA	Identification – current Strategic Framework ³	Identification – draft Strategic Framework ⁴	Summary of intent - draft Strategic Framework
Investigation Areas Note – The Urban Neighbourhood (Investigation Area) identifies land in a greenfield setting, which is potentially suitable for urban development but does not confer any actual implied land use rights. The Urban Neighbourhood (Investigation Area) will be subject to further detailed land use investigations and structure planning by Council to determine suitability for urban development. Note – Inclusion in the Rural Residential, Rural Residential (Infill Area) or Rural Residential (Investigation Area) place types does not imply that all land in this land use category can be developed for rural residential purposes as it may be constrained or otherwise unsuitable for development.				
Dundowran	Outside the PIA	Future Urban Area	Urban Neighbourhood Expansion (Investigation Area 1) - Variable Use Expansion Note – Refer to Figure 3.	<ul style="list-style-type: none"> Future development subject to detailed assessment of development sequencing, infrastructure servicing and physical and environmental constraints. Further assessment of potential to deliver development for a variety of land uses (residential, commercial and industrial land uses) is also required.
Nikenbah	Outside the PIA	Rural Area	Urban Neighbourhood Expansion (Investigation Area 2) - Residential Expansion Note – Refer to Figure 3.	<ul style="list-style-type: none"> Future development subject to detailed assessment of development sequencing, infrastructure servicing and physical and environmental constraints. This area may seek to promote development with a higher density and greater diversity of housing than currently existing and emerging urban neighbourhoods. Need respond to the constraints and opportunities presented by the Fraser Coast Sports and Recreation Precinct.
Howard and Torbanlea	Outside the PIA	N/A	N/A	<ul style="list-style-type: none"> This rural township may provide for future residential development, as well as development employment activities. Development of this investigation area will be influenced by the timing of significant State government investment in manufacturing on the outskirts of Torbanlea. Torbanlea is investigated for its capacity as a service centre base for the nearby manufacturing hub.
Booral	Outside the PIA	Rural Area	Rural Residential Expansion (Investigation Area 3) Note – Refer to Figure 3.	<ul style="list-style-type: none"> Investigation area future rural residential development. Need to respond to the unique character and lifestyle attributes of the area, noting proximity to the Fraser coastline.

Locality	Relations hip to current PIA	Identification – current Strategic Framework ³	Identification – draft Strategic Framework ⁴	Summary of intent - draft Strategic Framework
Oakhurst	Outside the PIA	Urban expansion area	Rural residential investigation areas Note – Refer to Figure 4.	<ul style="list-style-type: none"> Investigation area for future rural residential development Need to respond to the local character of Oakhurst and close proximity to the Maryborough CBD district activity node. The area is also subject to intolerable flood risk which must be avoided.

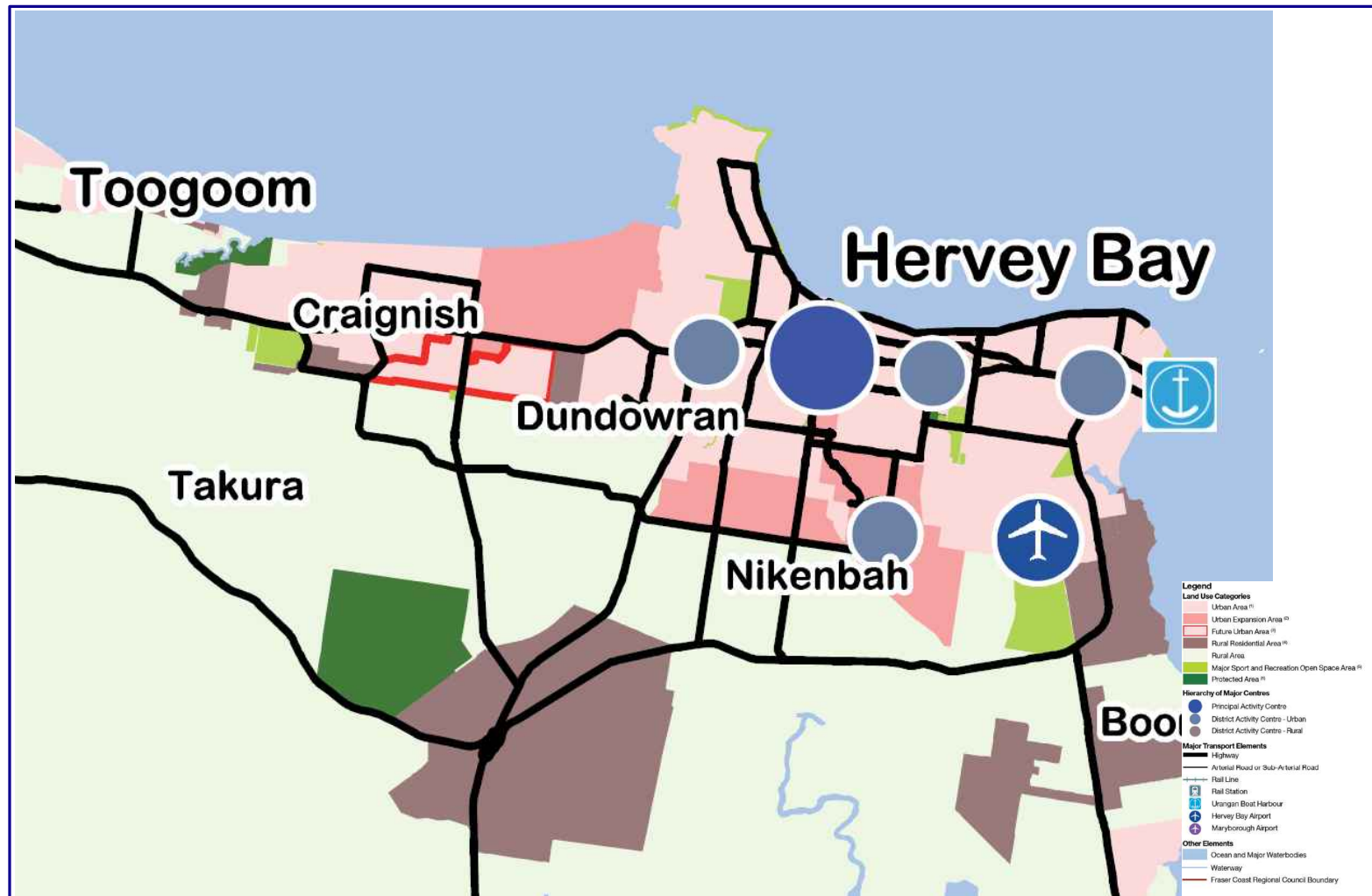


Figure 2 - Strategic Framework: Settlement Pattern Map (Hervey Bay) – Fraser Coast Planning Scheme 2014

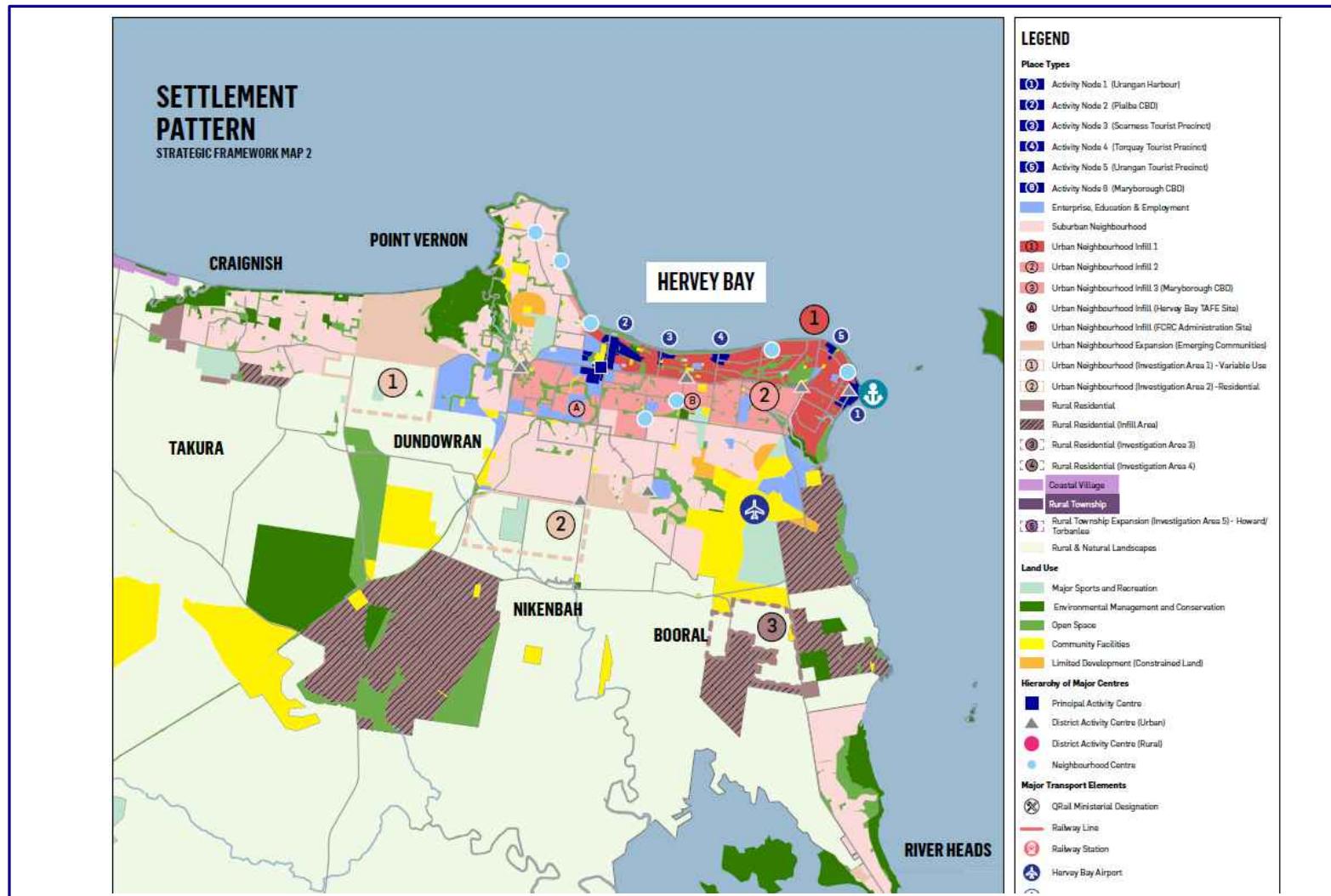


Figure 3 -Draft Strategic Framework Map 2: Settlement Pattern (Hervey Bay), September 2022

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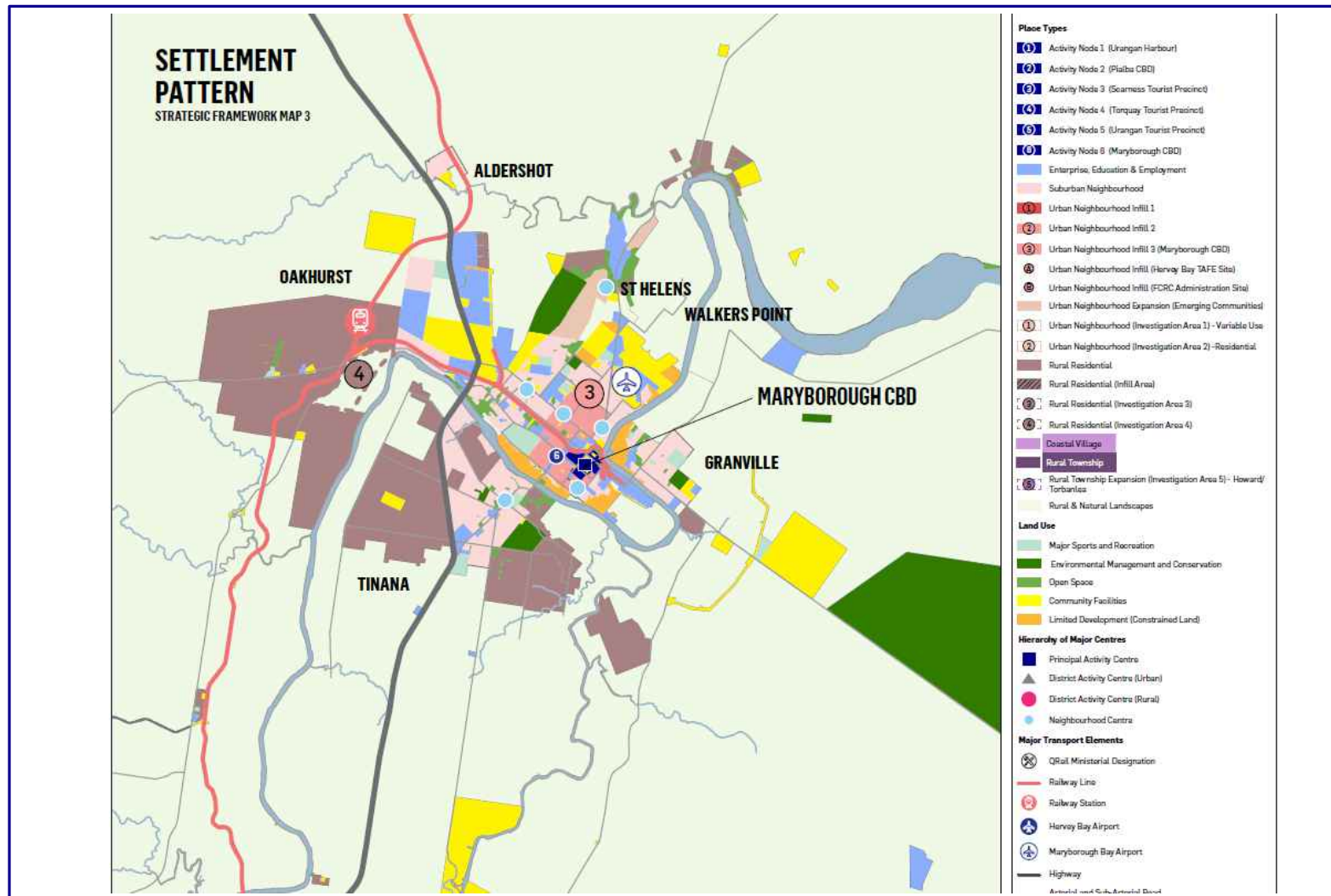


Figure 4 - Draft Strategic Framework Map 3: Settlement Pattern (Maryborough), September 2022

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2.4 The Priority Infrastructure Area

2.4.1 Priority Infrastructure Area Rationale

The **Priority Infrastructure Area** (PIA) is that part of the LGIP which identifies the areas that the Council will support for urban development. The PIA is intended to accommodate sustainable development over the statutory ten (10) to fifteen (15) years of anticipated urban growth.

The PIA is intended to ensure sustainable development through consolidating urban expansion within defined boundaries and in a manner that maximises the efficient use of existing trunk infrastructure, the projected cost of which is sustainable for Council. The PIA achieves the targeted consolidation of urban expansion, through:

- Managing urban growth within defined boundaries in a sustainable manner;
- Enhancing liveability through access to adequate services, functional open space, and clever urban design to improve quality of life;
- Encouraging effective mobility (access and transport) through increased access to other modes of transport; and
- Encouraging development which delivers these outcomes within the broader constraints of infrastructure funding and sequencing.

2.4.2 Development of the Priority Infrastructure Area

Development of the LGIP included a staged series of steps that led to the creation of the PIA. These steps could be summarised as follows:

- The current PIA (i.e 2022) was established in 2018 and reflected the outcomes of a series of key studies/activities at that time;
- Council has undertaken a review of the PIA to incorporate those areas which met the following criteria:
 - Areas defined under the Planning Scheme as currently available for urban development (the **Developable Area**) and not subject to development constraint arising from:
 - Biodiversity areas;
 - Bushfire hazard;
 - Extractive resources;
 - Flood hazard;
 - Industrial land and buffers; and
 - Landslide.
 - Areas serviced by all (or most) of the five (5) key **trunk infrastructure** types;
 - Areas that are currently known to be **likely development** sites; and
 - An area that contains between **10- and 15-years growth**.

The recent Housing and Land Audit Analysis⁵ developed by Urbis also suggested that, while the region has sufficient residential land to accommodate growth, this included Emerging Communities zoned land outside the current PIA.

⁵ Urbis, "Housing and Land Audit Analysis 2022"

While initial assessment of the SA2 growth projections for years 2021-2036 (i.e., the PIA horizon) suggested that the existing Priority Infrastructure Area (PIA) potentially has the capacity to accommodate the anticipated growth over the next 10-15 years and did not need to be significantly amended, there were issues regarding availability of developable sites. Council undertook a review of a range of issues including current agreements, development intent and availability. Following this review Council determined that, to ensure that the PIA reflects accurate growth capacity (including recognition of current approved development in the Nikenbah area, through minor expansion of the PIA in this area, and amendments to Burrum Heads and Sandy Strait coastal community areas, with a reduction of the PIA in these townships to reflect their limited future growth potential and respond to identified potential coastal hazards). Accordingly, the PIA was adjusted to provide a more pragmatic representation of existing (committed) development and developable capacity.

Notwithstanding the above, it is important to recognise that the PIA does not prevent development from occurring outside this area but those proposed development which are inconsistent with the PIA (e.g., “out of sequence”) may trigger the provisions of the Planning Act that require an assessment of the impact which such inconsistent development may have on the cost, timing and scope of trunk infrastructure.

The full range of **Priority Infrastructure Areas** for Fraser Coast Regional Council is illustrated on **Figures 5-11**.

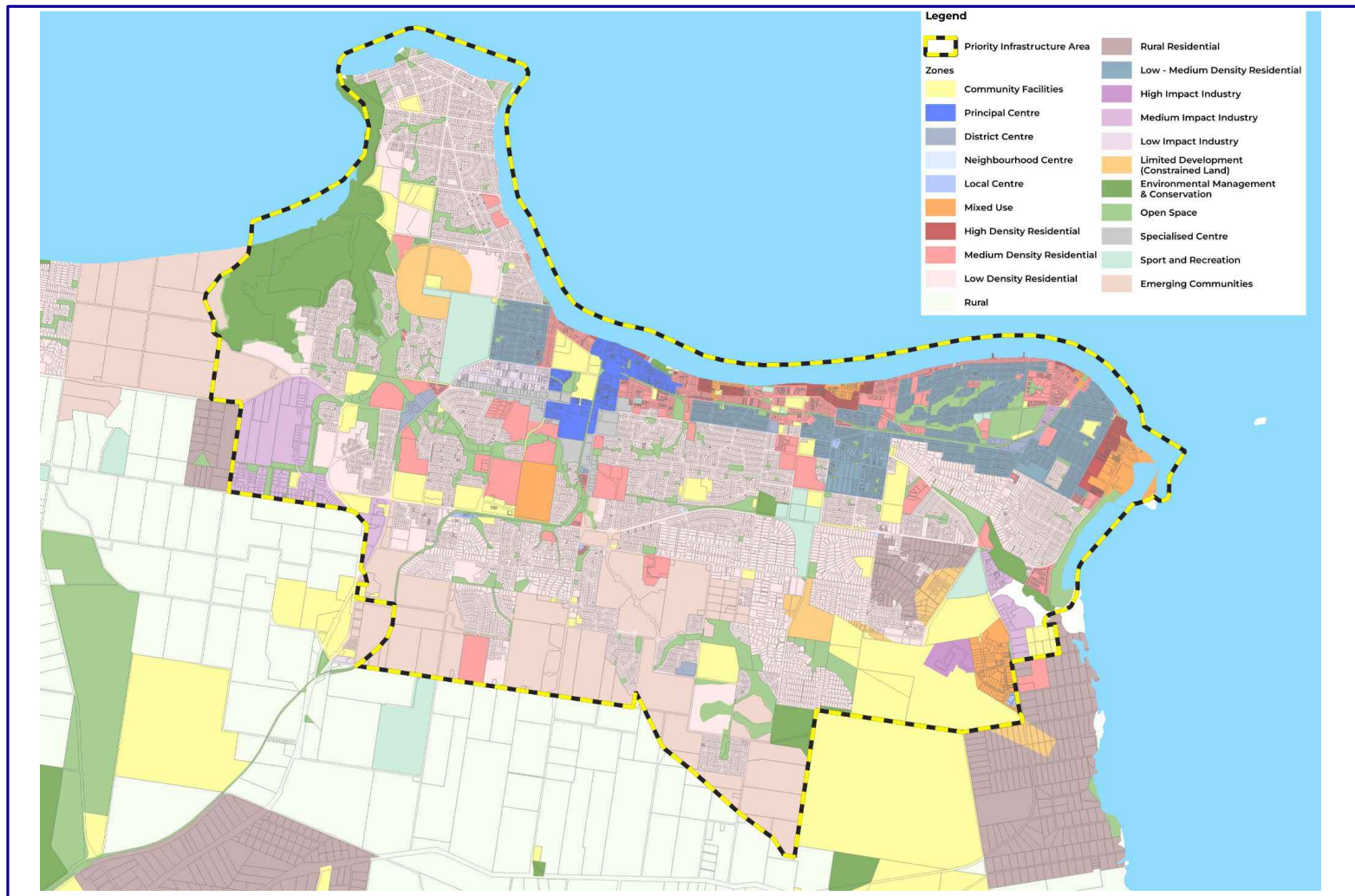


Figure 5 - Priority Infrastructure Area – PIA 01 Hervey Bay
Source: Fraser Coast Regional Council

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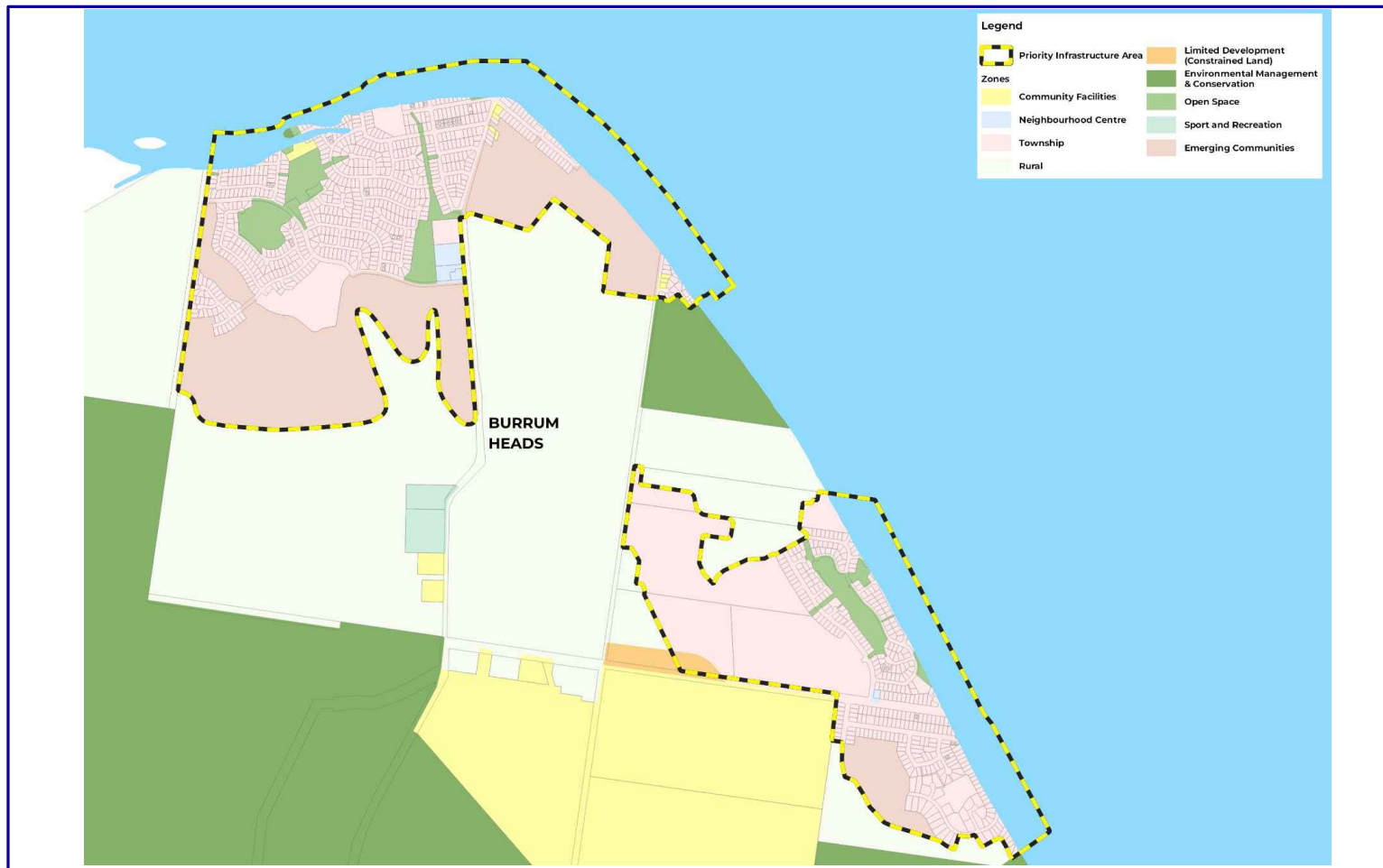


Figure 6 - Priority Infrastructure Area – PIA 02 Burrum Heads
 Source: Fraser Coast Regional Council



Figure 7 - Priority Infrastructure Area – PIA 03 Toogoom

Source: Fraser Coast Regional Council

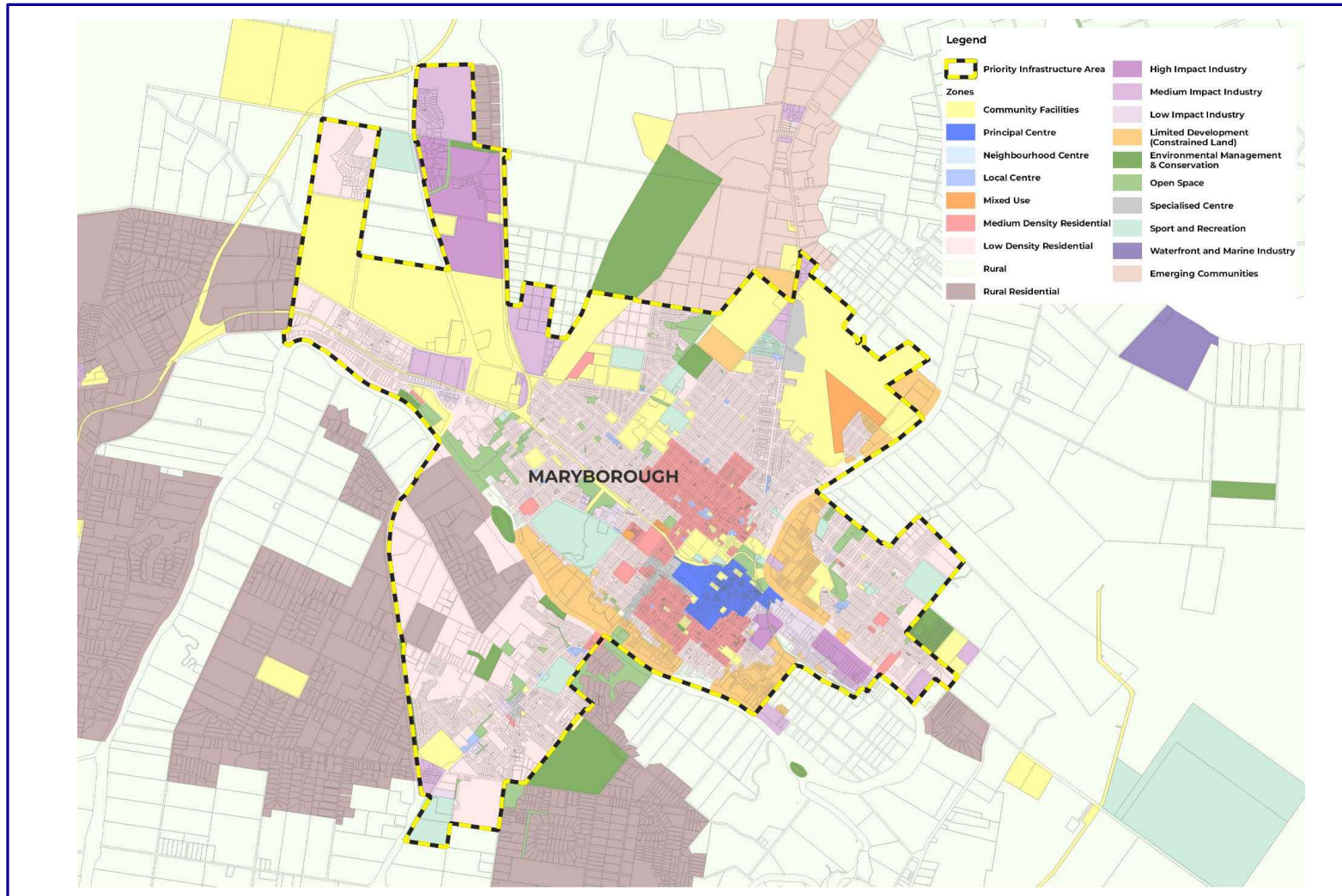


Figure 8 - Priority Infrastructure Area – PIA 04 - Maryborough

Source: Fraser Coast Regional Council

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Figure 9 - Priority Infrastructure Area – PIA 05 - Poona
Source: Fraser Coast Regional Council

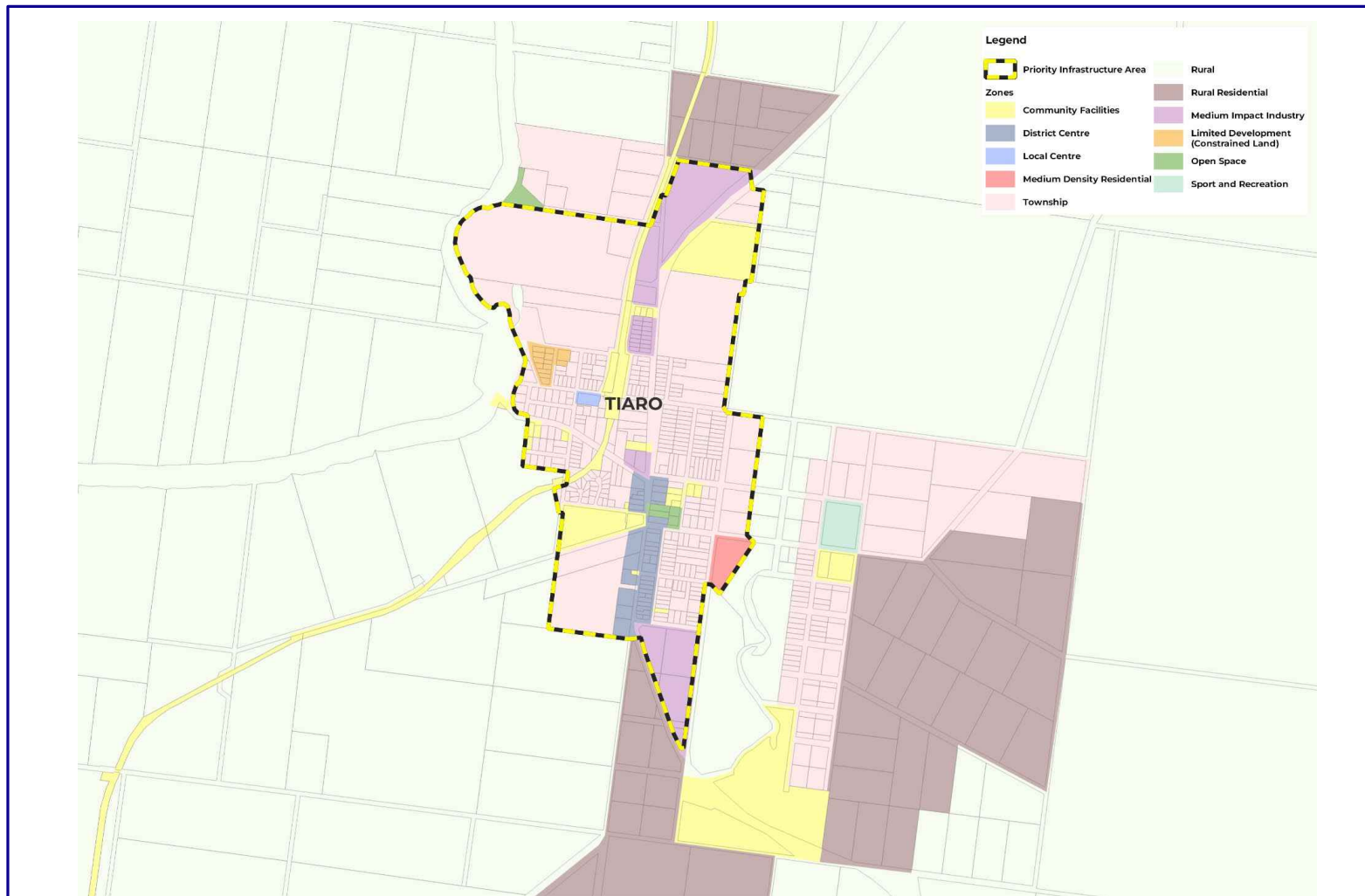


Figure 10 - Priority Infrastructure Area – PIA 006 - Tairō

Source: Fraser Coast Regional Council

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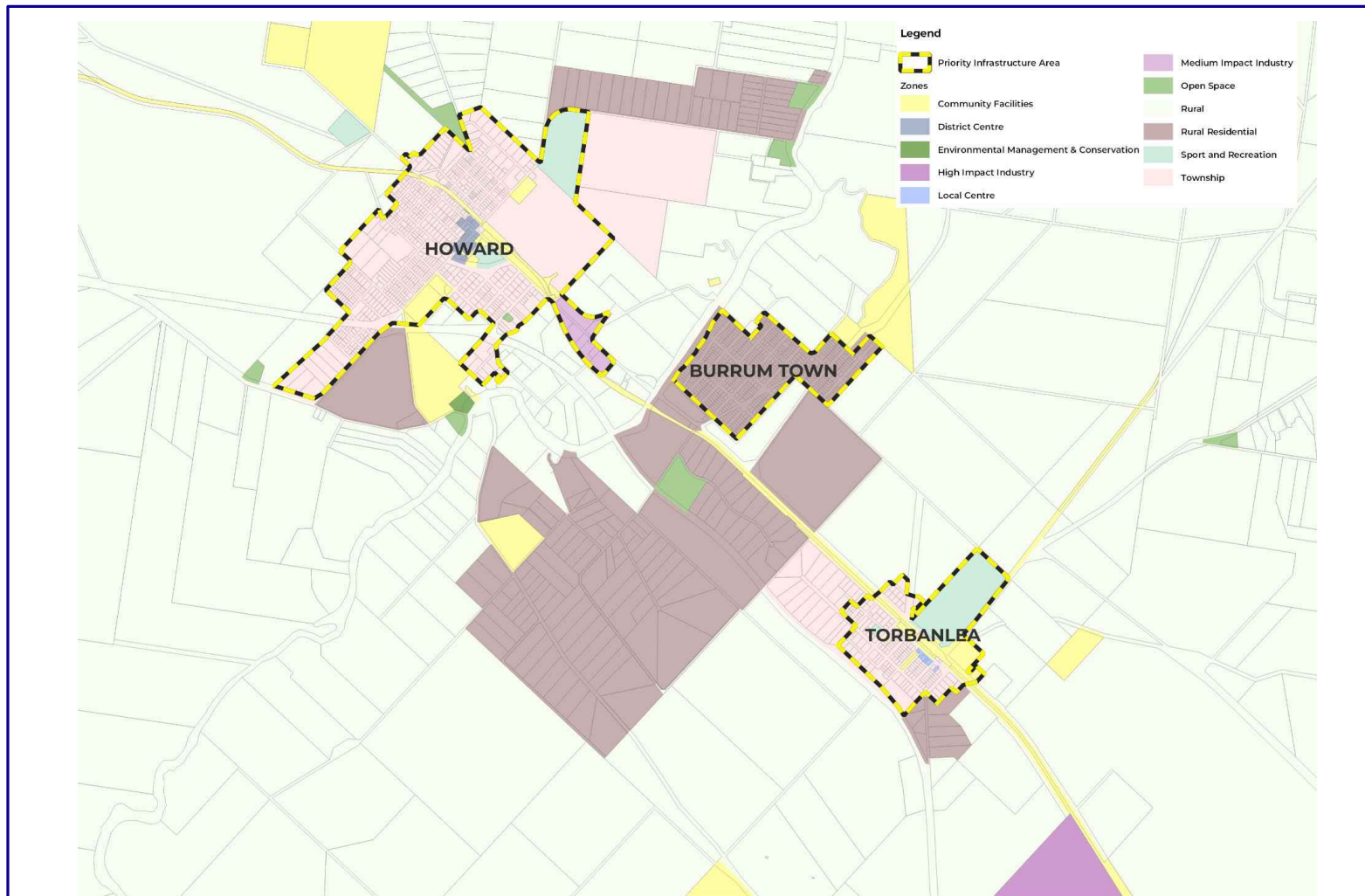


Figure 11 - Priority Infrastructure Area – PIA 007 – Howard, Burrum Town, Torbanlea

Source: Fraser Coast Regional Council

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3.0 Population and Employment Projections

3.1 The Approach

Development of the growth projections (and their allocation across the region) is a key input into the infrastructure planning and subsequent development of a schedule of trunk infrastructure works (which are developed in further detail in **Chapter 4**). This element of Council's LGIP was undertaken using a "building block" approach as follows:

- **Population projections** are the foundational assumptions for most LGIPs. These are based on ABS Census data (2021) in the first instance while the Queensland Government Statisticians Office (QGSO) provides more refined growth projections for consideration by each region. Still more specific and localised studies (e.g., Fraser Coast "*Housing and Land Audit Analysis 2022*" prepared by Urbis) provided further refined projections for consideration;
- **Dwelling projections** are highly correlated with population projections (although they can vary in instances where the Planning Scheme facilitates a change in dwelling structure over time – typically favouring an increase in density of development OR where dwelling densities are forecast to change (i.e. fewer people/dwelling)). The relevant data set to determine the relationship between population and dwelling structure was based on the robust assessment undertaken by Urbis;
- **Employment Projections** have been derived using the ABS General Community Profile data which provides a baseline of employment participation as well as industry structure across the region. Growth in employment was assumed to follow population growth; and
- **Gross Floor Area (GFA)** was estimated based on employment and reflects typical demand factors (by industry).

Collectively these elements provide the foundation for determining key aspects of demand for trunk infrastructure which then drives the planning, design, scale, cost and timing of the Council's Schedule of Works within the LGIP.

Key assumptions made in the assessment of each of these measures are discussed individually below.

3.2 Residential projections

3.2.1 Population Projections

Recognising the central importance of the residential population to the assessment within the broader LGIP, FCRC worked with the Queensland Treasuries Government Statisticians Office (QGSO) to agree on a population forecast that aligns with the States needs and is consistent with Councils growth expectations. The QGSO statistics reflect the 2021 Census data and are considered the best available projections for the region.

As stated above, Council previously engaged Urbis to undertake a comprehensive *Housing and Land Audit Analysis* for the Region⁶. This study forms part of a wider *Housing Diversity and Land Supply Study* and provides a current estimate of population and projections of demand for residential land under a medium and high growth scenario (2021 to 2041).

⁶ Urbis, "Housing and Land Audit Analysis", 26th May 2022

Population projections from the Housing and Land Audit Analysis were compared with a range of estimates available from QGSO. The outcome from this comparison of various data sets is provided in **Figure 10**

The key observations from this assessment were:

- Current projections of population growth are below the trend suggested in the existing LGIP (dashed line). This was also acknowledged in the '*Insight into the Future of the Fraser Coast – Demographic & Economic Trend Analysis*' prepared by KPMG in September 2020 which stated "the historical population scenarios for Fraser Coast show that the previous projections used by FCRC were greater than actual population growth"; and
- The projection contained in the Urbis Housing and Land Audit analysis (High series) is broadly consistent with the latest LGA and SA2 population projections agreed with QGSO. While the Housing and Land Audit Analysis "High" growth scenario starts to exceed the current QGSO projections from 2031, the QGSO 2041 estimates are comparable with the Urbis "Medium" series projections.

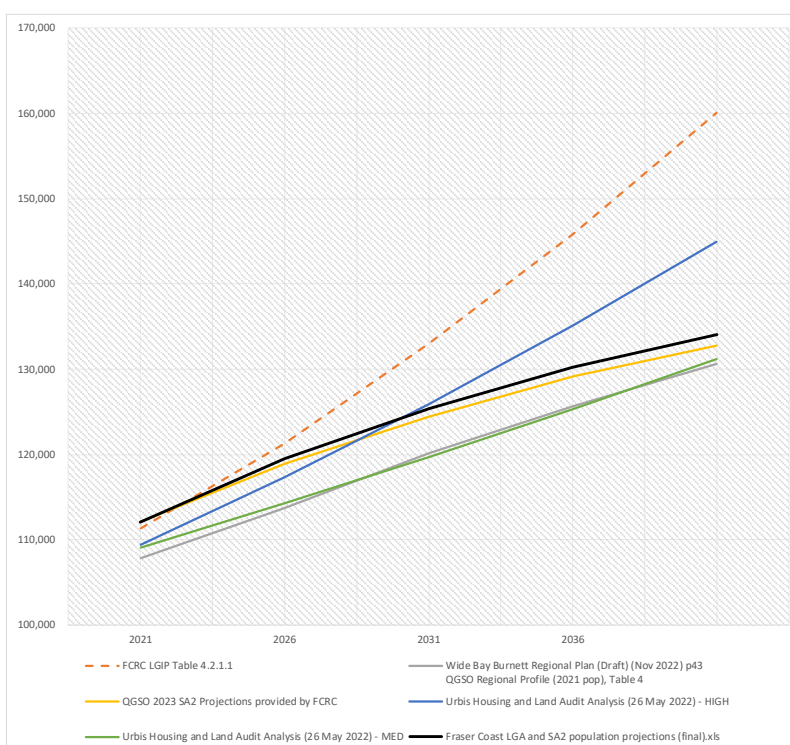


Figure 12 - Population Projections for FCRC (2021 – 2041)

From the data sets considered above, it is the population data contained in the "*Fraser Coast LGA and SA2 population projections (final)*" excel file which has been adopted as the growth profile generally consistent with Councils expectations and QGSO projections.

A summary of the regional growth pattern adopted in the LGIP (as suggested in the FCRC LGA and SA2 projections (final)⁷) is outlined in **Table 2** with a more detailed breakdown of population (by District) provided in **Table 3**

⁷ Urbis figures cover 2021 and 20041; the intervening years (i.e., 2026-2031) have been derived based on the assumption that the Compound Average Growth Rate (CAGR) remains stable over time.

Table 2 - Adopted Population Projections for the Region (2021)

Fraser Coast (R)	2021	2026	2031	2036	2041
Population	112,074	119,533	125,393	130,261	134,012
Growth (5yr)		6.7%	4.9%	3.9%	2.9%

The implied Compound Annual Growth Rate (CAGR) for the region averages 0.90% per annum (pa) but varies from a low of 0.03% pa for Point Vernon and 0.18% pa for Granville through to higher growth of 2.37% for Booral-River Heads, 1.93%pa for Craignish - Dundowran Beach and 1.45%pa at Urangan-Wondunna.

3.2.2 Dwelling Assumptions

Projections of **dwelling growth** for each PIA location were developed based on the dwelling densities implied by the 2021 mesh block data which is, in turn based on the 2021 Census information. This provides a “baseline” estimate of both number of dwellings and dwelling densities (people/dwelling).

The Urbis Land Use study provided information on dwelling type and density (i.e., attached vs detached dwellings) under their “Medium Growth” scenario. This data provided estimated dwellings (by location and by type) in 2021 and 2041. An assessment of the implied dwelling composition (i.e., % detached vs % attached for each district) illustrated differences in dwelling densities across the region (e.g., relatively higher incidence of attached dwellings in the Torquay/Scarness/Kawungan and Urangan/Wondunna Districts when compared to others).

This data facilitated the determination of a more nuanced split in residential dwelling over time. The implied dwelling composition did not vary materially over time and, as a result, the assumption that underpins the projections is that the dwelling densities and dwelling composition remain broadly consistent over time.

Table 3 provides a summary of the outcomes of the assessment of dwelling projections.

3.3 Ultimate Projections

Estimates of ultimate dwelling projections were determined based on the likely maximum timescale for development of the region in accordance with the current Planning Scheme. The high growth in the Wide Bay region implies that the current land use (as prescribed in the current Planning Scheme) will reach full development at or around **2041**.

Council is currently undertaking a comprehensive review of its Planning Scheme and these estimates may be updated as that process is completed over the next 2 years.

Table 3 - Population and dwelling projections

	Area	Dwelling Type	Population					Existing and Projected Dwellings				
			2021	2026	2031	2036	Ultimate (2041)	2021	2026	2031	2036	Ultimate (2041)
Northern	Booral - River Heads - Inside PIA	Detached Dwelling	2,018	2,152	2,153	2,398	2,562	870	927	928	1,033	1,104
		Attached Dwelling	52	56	56	62	66	22	24	24	27	28
		Other	0	0	0	0	0	0	0	0	0	0
		Total	2,070	2,208	2,209	2,460	2,628	892	951	952	1,060	1,132
	Burrum - Fraser - Inside PIA	Detached Dwelling	5,605	5,977	6,360	6,623	6,821	3,038	3,240	3,447	3,590	3,697
		Attached Dwelling	360	384	409	425	438	195	208	221	231	238
		Other	0	0	0	0	0	0	0	0	0	0
		Total	5,965	6,361	6,769	7,048	7,259	3,233	3,448	3,669	3,820	3,935
	Point Vernon - Inside PIA	Detached Dwelling	5,522	5,889	5,989	6,023	6,044	2,512	2,679	2,725	2,740	2,750
		Attached Dwelling	266	283	288	290	291	121	129	131	132	132
		Other	0	0	0	0	0	0	0	0	0	0
		Total	5,788	6,173	6,278	6,313	6,335	2,633	2,808	2,856	2,872	2,882
	Torquay - Scarness - Kawungan - Inside PIA	Detached Dwelling	11,571	12,341	12,975	13,411	13,770	5,977	6,374	6,702	6,927	7,113
		Attached Dwelling	4,368	4,659	4,898	5,063	5,198	2,256	2,406	2,530	2,615	2,685
		Other	0	0	0	0	0	0	0	0	0	0
		Total	15,939	17,000	17,873	18,474	18,968	8,233	8,781	9,232	9,543	9,798
	Craignish - Dundowran Beach - Inside PIA	Detached Dwelling	314	335	380	413	437	112	120	136	148	156
		Attached Dwelling	5	5	6	6	7	2	2	2	2	2
		Other	0	0	0	0	0	0	0	0	0	0
		Total	319	340	386	419	443	114	122	138	150	159
	Pialba - Eli Waters - Inside PIA	Detached Dwelling	13,697	14,608	15,430	15,888	16,241	6,371	6,795	7,177	7,390	7,554
		Attached Dwelling	2,341	2,497	2,637	2,716	2,776	1,089	1,161	1,227	1,263	1,291
		Other	0	0	0	0	0	0	0	0	0	0
		Total	16,038	17,105	18,067	18,603	19,016	7,460	7,956	8,404	8,653	8,845
	Urangan - Wondunna - Inside PIA	Detached Dwelling	11,406	12,165	13,479	14,411	15,129	5,326	5,680	6,294	6,729	7,064
		Attached Dwelling	3,324	3,546	3,929	4,200	4,410	1,552	1,656	1,834	1,961	2,059
		Other	0	0	0	0	0	0	0	0	0	0
		Total	14,730	15,711	17,408	18,611	19,539	6,878	7,336	8,128	8,690	9,123
Southern	Maryborough (QLD) - Inside PIA	Detached Dwelling	14,189	15,133	15,134	15,565	15,894	6,781	7,232	7,233	7,439	7,596
		Attached Dwelling	2,126	2,268	2,268	2,332	2,382	1,016	1,084	1,084	1,115	1,138
		Other	0	0	0	0	0	0	0	0	0	0
		Total	16,315	17,401	17,402	17,897	18,276	7,797	8,316	8,316	8,553	8,734
	Granville - Inside PIA	Detached Dwelling	2,242	2,391	2,456	2,494	2,530	1,009	1,076	1,106	1,123	1,139
		Attached Dwelling	208	222	228	232	235	94	100	103	104	106
		Other	0	0	0	0	0	0	0	0	0	0
		Total	2,450	2,613	2,685	2,726	2,766	1,103	1,176	1,209	1,227	1,245
	Tinana - Inside PIA	Detached Dwelling	3,877	4,135	4,336	4,504	4,637	1,651	1,761	1,847	1,919	1,975
		Attached Dwelling	76	81	85	89	91	33	35	36	38	39
		Other	0	0	0	0	0	0	0	0	0	0
		Total	3,953	4,216	4,422	4,593	4,728	1,684	1,796	1,884	1,957	2,014
	Maryborough Region - South - Inside PIA	Detached Dwelling	1,719	1,834	1,922	1,979	2,020	1,246	1,329	1,393	1,434	1,463
		Attached Dwelling	10	11	11	12	12	7	8	8	8	9
		Other	0	0	0	0	0	0	0	0	0	0
		Total	1,729	1,844	1,933	1,991	2,032	1,253	1,336	1,401	1,443	1,472
	Total INSIDE PIA	Detached Dwelling	72,158	76,960	80,616	83,709	86,085	34,892	37,214	38,987	40,472	41,612
		Attached Dwelling	13,137	14,012	14,815	15,427	15,906	6,388	6,813	7,201	7,496	7,728
		Other	0	0	0	0	0	0	0	0	0	0
		Total	85,295	90,972	95,431	99,136	101,991	41,280	44,027	46,189	47,968	49,340
	Outside PIA	Detached Dwelling	24,265	25,880	27,149	28,203	29,015	10,122	10,796	11,325	11,765	12,104
		Attached Dwelling	2,514	2,681	2,813	2,922	3,006	1,049	1,118	1,173	1,219	1,254
		Other	0	0	0	0	0	0	0	0	0	0
		Total	26,779	28,561	29,961	31,125	32,021	11,171	11,914	12,499	12,984	13,358
	Local Government Area	Detached Dwelling	96,423	102,840	107,764	111,912	115,100	45,015	48,011	50,313	52,237	53,716
		Attached Dwelling	15,651	16,693	17,628	18,349	18,912	7,436	7,931	8,374	8,715	8,982
		Other	0	0	0	0	0	0	0	0	0	0
		Total	112,074	119,533	125,393	130,261	134,012	52,451	55,942	58,687	60,952	62,698

3.4 Non-Residential Projections

3.4.1 Existing and Projected Non-residential Floor Space

Key employment statistics for the Fraser Coast LGA were sourced from the **ABS General Community Profile (GCP)**. Table 54 of the GCP provides a detailed breakdown of industry structure for the region. This suggests that total employment within the region (2021) was in the order of 37,531 which implies a **participation rate of 36%**. While this level of participation is at the lower end of regional estimates, the figures contained within the current FCRC LGIP suggest 2021 employment in the order of 38,483 against a 2021 population estimate of 111,375 which implies a similarly low participation rate of 34.5%. This consistency between the two (largely independent) data sets suggests that the lower participation rate may reflect Fraser Coasts demographic profile. Equally important is the ABS General Community Profile estimates of employment by industry which is replicated in **Table 4**. These figures provide a robust overview of the industry structure across the Fraser Coast Region.

Table 4 - FCRC Industry Profile

Industry Segment	Employees
Agriculture, Forestry and Fishing	920
Mining	649
Manufacturing	2,010
Electricity, Gas, Water and Waste Services	525
Construction	3,449
Retail Trade	4,166
Accommodation and Food Services	3,084
Transport, Postal and Warehousing	1,399
Information Media and Telecommunications	260
Financial and Insurance Services	402
Rental, Hiring and Real Estate Services	564
Professional, Scientific and Technical Services	1,196
Administrative and Support Services	1,244
Public Administration and Safety	2,271
Education and Training	3,321
Health Care and Social Assistance	7,998
Arts and Recreation Services	296
Other Services	1,622
Inadequately described/Not stated	1,646
Total	37,531

The industry segments were aligned with the LGIP Non-Residential categories as outlined in **Table 5**. This table has been designed to illustrate the assumptions made in allocation of key land uses within the LGIP.

Table 5 - Alignment of ABS Industry segments with LGIP Non-Residential Categories

LGIP Non-Res Category			Alignment with ABS Industry Category				Count	%
Retail	Retail trade	Accommodation and food services					7,250	19%
Commercial	Wholesale trade	Information media & telecoms	Financial & insurance services	Rental, hiring & real estate services	Transport, Postal & Warehousing		3,116	8%
Industrial	Agriculture, forestry & fishing	Mining	Manufacturing	Electricity, gas, water & waste services	Construction		7,553	20%
Community	Public administration & safety	Education & training	Health care & social assistance	Arts & recreation services	Professional, Scientific & Technical Services	Administrative & Support Services	16,326	44%
Other	Other services	Inadequately described/ Not stated					3,268	9%
TOTAL							37,513	100%

Having determined the participation rate and Industry structure ACROSS the region, the next challenge was to allocate jobs WITHIN the Region. This has been achieved based on estimated non-residential floor space as summarised in **Table 6**.

Table 6 - Changes in Industry Structure WITHIN the Region

LGIP Non-Res Category	FCRC		Northern	Southern
	Count	%		
Retail	7,250	19%	25%	19%
Commercial	3,116	8%	11%	8%
Industrial	7,553	20%	25%	32%
Community	16,326	44%	32%	34%
Other	3,268	9%	6%	8%
	37,513	100%	100%	100%

Estimated “baseline” **employment** was determined by allocating the gross estimates of employment by land use type (as per Table 6) across each district (**Table 7**). Forward projections of employment assume that the current future employment ratios would remain broadly consistent over time.

The next challenge was to broadly estimate the likely change in **Gross Floor Area** (GFA) by industry type across the region. Estimating Non-Residential GFA is notoriously challenging as it is dependent on a range of external factors that are less prevalent when considering population growth trends. The approach taken in determining GFA is consistent with that adopted previously by the State and involved determination of GFA based on estimated generation rates (GFA/Employee). The existing LGIP reflected rates of GFA/employee by non-residential land use type which was relatively consistent over time and within regional areas. These unit rates were

also broadly consistent with advice previously used by the State to assist in the determination of GFA⁸. The rates applied (by region) are summarised in **Table 7**.

Table 7 - Implied GFA/Employee Rate by Region

LGIP Non-Res Category	Northern (m2/employee)	Southern (m2/employee)
Retail	28	22
Commercial	20	25
Industrial	126	153
Community	19	14
Other		

Collectively these rates and assumptions were applied to the underlying growth trends (by region) to establish broad estimates of current and projected Employment and GFA as summarised on **Table 8**.

⁸ States RIC/PIP calculator

Table 8 - Employment and Non-residential GFA projections

	Area	Non-Residential Land use	Existing and Projected Employment (Employees)					Existing and Projected Non-Residential Floor Space (m2 GFA)				
			2021	2026	2031	2036	2041	2021	2026	2031	2036	2041
Northern	Booral - River Heads - Inside PIA	Retail	174	186	186	207	221	4,874	5,198	5,201	5,793	6,188
		Commercial	78	83	83	92	99	1,555	1,659	1,660	1,849	1,975
		Industrial	173	184	184	205	219	21,771	23,220	23,232	25,875	27,640
		Community purposes	224	239	239	266	284	4,255	4,538	4,541	5,057	5,402
		Other	44	47	47	53	56					
		Total	693	739	739	824	880	32,455	34,615	34,634	38,574	41,205
	Burrum - Fraser - Inside PIA	Retail	502	535	569	593	610	14,043	14,978	15,937	16,594	17,092
		Commercial	224	239	254	265	273	4,481	4,779	5,085	5,295	5,454
		Industrial	498	531	565	588	606	62,728	66,903	71,185	74,123	76,347
		Community purposes	645	688	732	762	785	12,260	13,076	13,913	14,487	14,922
		Other	128	136	145	151	155					
		Total	1,996	2,129	2,266	2,359	2,430	93,514	99,737	106,121	110,500	113,816
	Point Vernon - Inside PIA	Retail	487	519	528	531	533	13,627	14,534	14,781	14,864	14,917
		Commercial	217	232	236	237	238	4,348	4,638	4,717	4,743	4,760
		Industrial	483	515	524	527	529	60,867	64,918	66,023	66,392	66,629
		Community purposes	626	668	679	683	685	11,897	12,688	12,904	12,977	13,023
		Other	124	132	134	135	136					
		Total	1,937	2,066	2,101	2,113	2,121	90,739	96,778	98,425	98,975	99,328
	Torquay - Scarness - Kawungan - Inside PIA	Retail	1,340	1,429	1,503	1,553	1,595	37,528	40,025	42,082	43,497	44,661
		Commercial	599	639	671	694	713	11,975	12,772	13,428	13,880	14,251
		Industrial	1,330	1,419	1,492	1,542	1,583	167,627	178,782	187,969	194,290	199,488
		Community purposes	1,724	1,839	1,934	1,999	2,052	32,763	34,944	36,739	37,975	38,991
		Other	341	364	383	395	406					
		Total	5,335	5,690	5,982	6,184	6,349	249,893	266,523	280,219	289,641	297,391
	Craignish - Dundowran Beach - Inside PIA	Retail	27	29	32	35	37	750	800	908	986	1,043
		Commercial	12	13	14	16	17	239	255	290	315	333
		Industrial	27	28	32	35	37	3,350	3,573	4,057	4,406	4,661
		Community purposes	34	37	42	45	48	655	698	793	861	911
		Other	7	7	8	9	9					
		Total	107	114	129	140	148	4,994	5,327	6,049	6,568	6,948
	Pialba - Eli Waters - Inside PIA	Retail	1,349	1,438	1,519	1,564	1,599	37,761	40,274	42,540	43,801	44,774
		Commercial	602	643	679	699	714	12,050	12,851	13,574	13,977	14,287
		Industrial	1,339	1,428	1,508	1,553	1,587	168,669	179,894	190,013	195,647	199,994
		Community purposes	1,735	1,851	1,955	2,013	2,057	32,967	35,161	37,139	38,240	39,089
		Other	343	366	387	398	407					
		Total	5,368	5,725	6,047	6,227	6,365	251,447	268,180	283,266	291,664	298,145
	Urangan - Wondunna - Inside PIA	Retail	1,239	1,321	1,464	1,565	1,643	34,682	36,991	40,987	43,819	46,003
		Commercial	553	590	654	699	734	11,067	11,804	13,079	13,983	14,680
		Industrial	1,230	1,311	1,453	1,553	1,631	154,917	165,227	183,079	195,730	205,485
		Community purposes	1,594	1,700	1,883	2,013	2,114	30,279	32,294	35,783	38,256	40,163
		Other	315	336	373	398	418					
		Total	4,930	5,259	5,827	6,229	6,540	230,946	246,315	272,928	291,788	306,331
Southern	Maryborough (QLD) - Inside PIA	Retail	1,027	1,095	1,095	1,127	1,151	22,596	24,099	24,101	24,787	25,312
		Commercial	448	478	478	491	502	11,199	11,944	11,944	12,285	12,545
		Industrial	1,726	1,841	1,841	1,893	1,933	264,055	281,628	281,645	289,667	295,797
		Community purposes	1,844	1,966	1,966	2,022	2,065	25,811	27,528	27,530	28,314	28,913
		Other	416	444	444	457	466					
		Total	5,461	5,824	5,825	5,991	6,117	323,660	345,199	345,220	355,053	362,567
	Granville - Inside PIA	Retail	154	165	169	172	174	3,394	3,619	3,718	3,776	3,830
		Commercial	67	72	74	75	76	1,682	1,794	1,843	1,871	1,898
		Industrial	259	276	284	288	293	39,658	42,297	43,452	44,128	44,761
		Community purposes	277	295	303	308	313	3,876	4,134	4,247	4,313	4,375
		Other	63	67	69	70	71					
		Total	820	875	899	913	926	48,610	51,845	53,261	54,088	54,865
	Tinana - Inside PIA	Retail	249	265	278	289	298	5,475	5,839	6,124	6,361	6,549
		Commercial	109	116	121	126	130	2,713	2,894	3,035	3,153	3,246
		Industrial	418	446	468	486	500	63,980	68,238	71,565	74,337	76,528
		Community purposes	447	476	500	519	534	6,254	6,670	6,995	7,266	7,480
		Other	101	108	113	117	121					
		Total	1,323	1,411	1,480	1,537	1,583	78,422	83,641	87,720	91,117	93,803

	Area	Non-Residential Land use	Existing and Projected Employment (Employees)					Existing and Projected Non-Residential Floor Space (m2 GFA)				
			2021	2026	2031	2036	2041	2021	2026	2031	2036	2041
	Maryborough Region - South - Inside PIA	Retail	109	116	122	125	128	2,395	2,554	2,677	2,758	2,814
		Commercial	47	51	53	55	56	1,187	1,266	1,327	1,367	1,395
		Industrial	183	195	204	211	215	27,988	29,851	31,288	32,226	32,883
		Community purposes	195	208	218	225	230	2,736	2,918	3,058	3,150	3,214
		Other	44	47	49	51	52					
		Total	579	617	647	666	680	34,306	36,589	38,351	39,501	40,306
	Total INSIDE PIA	Retail	6,656	7,099	7,466	7,761	7,989	177,125	188,913	199,057	207,037	213,184
		Commercial	2,957	3,154	3,318	3,449	3,550	62,497	66,656	69,983	72,716	74,823
		Industrial	7,665	8,175	8,555	8,882	9,133	1,035,612	1,104,531	1,153,509	1,196,819	1,230,214
		Community purposes	9,346	9,968	10,452	10,856	11,168	163,753	174,651	183,644	190,896	196,484
		Other	1,926	2,055	2,152	2,234	2,298					
		Total	28,550	30,450	31,942	33,182	34,138	1,438,987	1,534,750	1,606,192	1,667,469	1,714,705
	Outside PIA	Retail	1,732	1,848	1,938	2,013	2,071	46,101	49,169	51,580	53,582	55,125
		Commercial	745	794	833	865	890	15,736	16,783	17,606	18,289	18,816
		Industrial	1,805	1,925	2,019	2,098	2,158	243,834	260,062	272,811	283,403	291,563
		Community purposes	3,901	4,161	4,365	4,534	4,665	68,352	72,901	76,475	79,444	81,731
		Other	781	833	874	908	934					
		Total	8,963	9,560	10,029	10,418	10,718	374,023	398,916	418,472	434,718	447,236
	Local Government Area	Retail	8,388	8,946	9,404	9,775	10,060	223,226	238,082	250,637	260,619	268,309
		Commercial	3,702	3,948	4,151	4,314	4,441	78,233	83,439	87,588	91,006	93,639
		Industrial	9,470	10,100	10,575	10,979	11,291	1,279,446	1,364,593	1,426,321	1,480,222	1,521,777
		Community purposes	13,247	14,128	14,816	15,390	15,833	232,105	247,552	260,118	270,340	278,216
		Other	2,707	2,887	3,025	3,142	3,231					
		Total	37,513	40,010	41,971	43,600	44,856	1,813,010	1,933,666	2,024,664	2,102,187	2,161,941

4.0 Trunk Infrastructure

4.1 General

Having established a pathway for projection of growth in population, employment and non-residential GFA, the objectives of this section of the Planning Assumption Report is to broadly summarise key infrastructure issues relevant to the development of the LGIP. These include:

- The **Desired Standards of Service (DSS)** required of the trunk infrastructure (i.e., the outcomes implied or embedded in Council's planning and corporate strategies which the trunk infrastructure needs to deliver);
- The **Schedule of Works (SoW)** which outlines the scope of additional trunk infrastructure necessary to augment existing networks to accommodate sustainable growth within the PIA and deliver the DSS; and
- Alignment of the **LGIP assumptions** with **Asset Management Plans** and the Council's **Long Term Financial Forecast (LTFF)**

4.2 Transport Infrastructure

4.2.1 Desired standards of service (DSS)

The current **desired standard of service** for trunk transport infrastructure (including roads, cycleways, footpaths and public transport) is outlined in **Attachment A**. This references the Council's Planning Scheme Policy for development works as well as referring to industry standards such as AUSTROAD and DTMR technical documentation.

4.2.2 Trunk Infrastructure Planning

Current key documents that are informing the development of the trunk transport infrastructure network included the following;

- The current **Schedule of Works** (below) has been informed by ABS statistics and several years of traffic count data;
- Council is currently working with DTMR to jointly develop an **Integrated Transport Strategy (ITS)** for the region. It is envisaged that these works may have a material impact on the future transport post 2024. Consequently, the SOW as outlined below is considered the "best available" at this time and any changes to the SOW (post completion of the Integrated Transport Strategy) should be communicated to the industry through the online SOW Model and integrated into the next review of Council's LGIP; and
- Council's **Active Travel Study** (2020) and the separate **Parking Strategy** (2019) have also informed the transportation Schedule of Works.

Demand Generation Assumptions (contained in **LGIP Table SC 3.1.3**) suggest a generic assumption for demand generation for detached residential tenements in the order of 9 vpd/lot.

4.2.3 Schedule of Works (SoW)

A draft Schedule of Works for trunk transport infrastructure has been developed as summarised in **Table 9**.

Delivery of trunk infrastructure is provided in five (5) year cohorts with a more exact estimate of timing provided in the Schedule of Works Model available on Council's website. This

approach provides Council with the flexibility to readily communicate to industry any changes to the capital works program which may occur over the life of the LGIP.

Table 9 - Transport Trunk Infrastructure SOW⁹

Map Ref	LGIP ID	Asset Name	Project Description	CWP Estimate (\$)	Yr.
Roads					
TRP-003	RC016	Woods Rd, Nikenbah - Chapel Rd to Booral Rd	Land acquisition and upgrade road to Minor Collector - Rural standard	\$3,800,000	27/28 - 29/30
TRP-003	RC020	Main Street, Kawungan - 130m south Urraween Rd to Stirling Dr	Upgrade of road to 4 lanes	\$5,115,000	27/28 - 29/30
TRP-003	RC021	Main Street, Nikenbah - Samaria Dr to Chapel	Land acquisition and upgrade of rural road to Controlled Distributer - Urban	\$15,500,000	2036+
TRP-003	RC029a	Hunter Street, Pialba - Old Maryborough Rd to BHD	Road reconstruction to complete partial construction during drainage upgrade urban	\$1,490,000	27/28 - 29/30
TRP-003	RC029b	Hunter Street, Pialba - Torquay to Old Maryborough Rd	Pavement replacement following drainage upgrade urban	\$1,500,000	27/28 - 29/30
TRP-003	RC038a	Old Maryborough Road, Pialba - Tooth St to Nissen	Upgrade of existing road to controlled distributor urban	\$1,540,000	30/31 - 32/33
TRP-003	RC038b	Old Maryborough Road, Pialba - Nissen St to Beach	Upgrade of existing road to controlled distributor urban	\$1,320,000	30/31 - 32/33
TRP-003	RC038c	Old Maryborough Road, Pialba - Beach Rd to Charles	Upgrade of existing road to controlled distributor urban	\$1,490,000	30/31 - 32/33
TRP-003	RC039b	Torquay Road, Pialba - Main St to Hunter St	Upgrade of existing road to controlled distributor urban	\$1,450,000	33/34 - 35/36
TRP-003	RC039c	Torquay Road, Pialba - Hunter St to Taylor St	Upgrade of existing road to controlled distributor urban	\$1,100,000	27/28 - 29/30
TRP-003	RC039e	Torquay Road, Scarness - Stephenson St to Queens Rd	Upgrade of existing road to controlled distributor urban	\$2,481,000	27/28 - 29/30
TRP-003	RC042b	Boat Harbour Drive, Urangan - Hansen St to Pulgul St	Upgrade of existing road to controlled distributor urban	\$1,550,000	33/34 - 35/36
TRP-003	RC042c	Boat Harbour Drive, Urangan - Pulgul St to Esplanade	Upgrade of existing road to controlled distributor urban	\$900,000	27/28 - 29/30
TRP-003	RC043	Main Street, Pialba - Old Maryborough Rd to Torquay	Upgrade of existing road to controlled distributor urban	\$2,750,000	30/31 - 32/33
TRP-003	RC045c	Doolong South Road, Wondunna - Maggs Hill Rd to Rasmussen Rd	Land acquisitions and upgrade of rural road to controlled distributor urban	\$2,850,000	33/34 - 35/36
TRP-003	RC045d	Doolong South Road, Wondunna - Est Parklands to Small St	Land acquisition and upgrade of rural road to controlled distributor urban	\$1,670,000	33/34 - 35/36
TRP-003	RC046b	McLiver Street, Scarness - Davis St to Oleander Av	Pavement strengthening/ replacement	\$1,790,000	30/31 - 32/33
TRP-003	RC047b	Taylor Street, Pialba - (Torquay Road to Andrew Road	Pavement strengthening/ replacement	\$610,000	30/31 - 32/33
TRP-003	RC047c	Taylor Street, Pialba - (Andrew St to BHD	Pavement strengthening/ replacement	\$1,210,000	30/31 - 32/33

⁹ Source: DOCSHBCC-4917962-v1-2024LGIP_Draft_Schedule_of_Works_Future_Trunk_Combined. Xls, sheet "Draft 2024 SOW"

Map Ref	LGIP ID	Asset Name	Project Description	CWP Estimate (\$)	Yr.
TRP-006	RC061a	Walker Street, Maryborough - Bruce Hwy to Croydon St	Upgrade of existing road to controlled distributor urban	\$4,620,000	30/31 - 32/33
TRP-006	RC061b	Walker Street, Maryborough - Yaralla St to Cheapside St	Upgrade of existing road to controlled distributor urban	\$2,090,000	24/25 - 26/27
TRP-006	RC061c	Walker Street, Maryborough - Cheapside St to Pallas St	Upgrade of existing road to controlled distributor urban	\$1,430,000	27/28 - 29/30
TRP-006	RC062a	Ann Street, Maryborough - Bazaar St to Fort St	Upgrade of existing road to controlled distributor urban	\$1,300,000	33/34 - 35/36
TRP-006	RC062b	Ann Street, Maryborough - Bazaar St to March St	Upgrade of existing road to controlled distributor urban	\$1,400,000	2036+
TRP-006	RC062c	Ann Street, Maryborough - March St to Guava St	Upgrade of existing road to controlled distributor urban	\$1,700,000	33/34 - 35/36
TRP-006	RC065a	Lennox Street, Maryborough - Churchill St to Woodstock St	Upgrade of existing road to controlled distributor urban	\$2,600,000	24/25 - 26/27
TRP-006	RC066	Woodstock Street, Maryborough - Lennox St to Saltwater Creek Rd	Upgrade of existing road to controlled distributor urban	\$990,000	24/25 - 26/27
TRP-006	RC067b	Pallas Street, Maryborough - Alice St to Albert	Upgrade of existing road to controlled distributor urban	\$530,000	33/34 - 35/36
TRP-003	RC075	Esplanade, Pialba - Main St to 300m Esp.	Upgrade of existing road to controlled distributor urban	\$2,200,000	24/25 - 26/27
TRP-003	RC077	Maggs Hill Rd, Nikenbah - Main St to Doolong Sth Rd	Land acquisition (Future Controlled Distributor - Urban)	\$750,000	27/28 - 29/30
	RCTIP	Road strategic infrastructure planning	Development of road infrastructure strategy	\$250,000	24/25 - 26/27
Combined (Rds, Pathways, SW)					
TRP-003	RC004b	Urraween Road, Urraween - Pantlins Ln to Madsen Rd	Upgrade of rural road to Controlled Distributer urban	\$5,500,000	27/28 - 29/30
S-003	CUL07	Urraween Road, Urraween east Cooks Rd	Upgrade of culvert to suit new road widths		
TRP-003	BS21	Urraween Road, Urraween - east/west Cooks Rd	New bus stop as part of road upgrade		
TRP-003	RC017a	Urraween Distributor - (Nissen St to Beach Rd ext)	New road construction to Controlled Distributer	\$17,500,000	27/28 - 29/30
TP-003	PW45a	Urraween Distributor - (Nissen St to Beach Rd ext)	New District Pathway as part of road construction		
S-003	CUL08	Urraween Distributor, Urraween - Nissen St to Beach Rd ext	New Culvert		
TRP - 003	RC005	Scrub Hill Road, Urraween - Empire Ct to Augustus	Upgrade of rural road to Controlled Distributer urban	\$6,600,000	27/28 - 29/30
TRP-003	BS16	Scrub Hill Road, Yarrilee - nth Augustus Blvd	New bus stop as part of road upgrade		
TP-003	PW32a	Scrub Hill Road, Urraween - Augustus Blvd to Empire Cct	New District Pathway as part of road upgrade		
TRP-003	RC006	Scrub Hill Road, Urraween - Augustus Blvd to Urraween	Upgrade of rural road to Controlled Distributer urban	\$6,600,000	30/31 - 32/33
S-003	CUL06	Scrub Hill Road, Urraween - Augustus Blvd to Urraween	New bus stop as part of road upgrade		
TRP-003	IRF66	Scrub Hill Road, Urraween - Augustus Blvd intersection	Construction of roundabout		
TP-003	PW31	Scrub Hill Road, Urraween - Urraween Rd to Augustus Blvd	New District Pathway as part of road upgrade		

Map Ref	LGIP ID	Asset Name	Project Description	CWP Estimate (\$)	Yr.
TRP-003	RC045a	Doolong South Road, Wondunna - Samaria Dr to Rasmussen Rd western side	Upgrade of existing rural road to Controlled Distributer urban	\$1,800,000	24/25 - 26/27
TRP-003	BS36	Doolong South Road, Wondunna - Nth/Sth Shearwater St	New bus stop		
TRP-003	RC051	Doolong South Road, Wondunna - Doolong Rd to Ch700m Sth	Land acquisitions and upgrade of existing rural road to urban road	\$6,600,000	30/31 - 32/33
S-003	SW33	Doolong South Road, Wondunna - Doolong Rd to Ch700m Sth	New open channel and easement for road upgrade		
TRP-003	BS34	Doolong South Road, Wondunna - Sth Doolong Rd	New bus stop		
TP-003	PW60	Doolong South Road, Kawungan - Doolong Rd to Samaria Dr	New District Pathway		
TRP-003	RC076	Esplanade, Pialba - Ch300m Est Main St to Taylor	Upgrade of existing road to Urban Sub-Arterial	\$2,200,000	27/28 - 29/30
TRP-003	IWF19	Esplanade, Pialba - Taylor St intersection	Upgrade of existing intersection		
TRP-003	IWF06a	Urraween Road, Urraween - Scrub Hill Rd intersection	Upgrade of existing intersection	\$2,000,000	27/28 - 29/30
TP-003	PW35	Urraween Road, Urraween - Scrub Hill Rd to Blaxland Rd	New Special Pathway		
N/A	IRF36a	Doolong South Road, Kawungan - Rasmussen Rd intersection	Land acquisition and upgrade of existing intersection, new roundabout	\$1,370,000	27/28 - 29/30
N/A	CUL32	Doolong South Road, Wondunna - Rasmussen Rd intersection	Upgrade culverts		
TRP-003	RC036b	Chapel Road, Nikenbah - Madsen to Main	Land acquisition and upgrade of existing rural road to 2 lane Controlled Distributer - Urban	\$16,000,000	24/25 - 26/27
N/A	CUL42	Chapel Road, Nikenbah - Madsen to Main	Upgrade of culvert to suit new road widths on controlled release to downstream catchment		
N/A	PW105c	Chapel Road, Nikenbah - Madsen to Main	New District Pathway		
TRP-003	IRF42	Madsen Road, Nikenbah - Chapel Rd intersection	Upgrade of existing intersection (roundabout)	\$9,900,000	30/31 - 32/33
TRP-003	RC015c	Madsen Road, Nikenbah - Ch160m Sth Windsor Wy to Chapel	Land acquisition and upgrade from rural road to 2 lane Controlled Distributer - Urban		
TP-003	PW44b	Madsen Road, Nikenbah - Morgan Cct to 160m sth Windsor	New District Pathway as part of 2 lane construction		
TP-003	PW44c	Madsen Road, Urraween - Chapel Rd to Morgan Cct	New District Pathway as part of 2 lane construction		
TRP-003	RC030	Esplanade, Urangan - Miller St to Boat Harbour	Upgrade of existing urban road to 2 lane Controlled Distributer - Urban	\$4,120,000	30/31 - 32/33
S-003	SW34	Esplanade, Urangan - Jetty St to Boat Harbour Dr	New drainage system to accommodate future development		
TRP-003	IWF33	Esplanade, Urangan - Boat Harbour Drive intersection	Upgrade of existing intersection		
TP-003	PW09b	Esplanade, Urangan - (Miller St to Boat Harbour	New Special Pathway as part of 2 lane construction		
TRP-003	RC036a	Chapel Road, Nikenbah - Maryborough Hervey Bay Rd to Madsen Rd	Land acquisition (future Controlled Distributor - Urban) and interim upgrade of existing rural	\$8,000,000	27/28 - 29/30

Map Ref	LGIP ID	Asset Name	Project Description	CWP Estimate (\$)	Yr.
			road to Major Collector - Rural standard		
S-003	CUL31	Chapel Road, Nikenbah - Cross drainage culvert	Upgrade of culvert to suit new road widths on controlled release to downstream catchment		
TP-003	PW105b	Chapel Road, Nikenbah - Maryborough Hervey Bay Rd to Madsen Rd	New District Pathway		
TRP-003	RC036b	Chapel Road, Nikenbah - Madsen Rd to Main St	Land acquisition (future Controlled Distributor - Urban) and interim upgrade of existing rural road to Major Collector - Rural standard	\$8,000,000	27/28 - 29/30
TP-003	PW102	Chapel Road, Nikenbah - Madsen Rd to Main St	New District Pathway		
S-003	CUL33	Chapel Road, Nikenbah - Madsen Rd to Main St	Upgrade of culvert to suit new road widths on controlled release to downstream catchment		
TRP-003	RC038d	Old Maryborough Road, Pialba - Beach Rd to Charles	Upgrade of existing road to Controlled Distributer urban including new lighting	\$1,350,000	30/31 - 32/33
TRP-003	ISF15	Old Maryborough Road, Pialba - Charles St intersection	Upgrade of existing intersection to signals as part of road upgrade		
TRP-003	RC009b	Boundary Road, Torquay - (Maree St to Bideford	Construction of 2 new lanes to 4 lane Controlled Distributer urban	\$15,000,000	33/34 - 35/36
TRP-003	ISF25	Boundary Road - Bideford St/Raward Rd intersection	Upgrade of intersection to 4 lane		
TRP-003	IWF43	Boundary Road, Torquay - Tavistock St intersection	Upgrade of intersection to 4 lane		
TP-003	PW79a	Boundary Road, Torquay - Denmans Camp Rd to Bideford St	New Special Pathway as part of 2 lane road construction		
TRP-003	RC009c	Boundary Road, Torquay - Bideford St to Robert	Construction of 2 new lanes to 4 lane Controlled Distributer urban	\$16,500,000	33/34 - 35/36
TP-003	PW79b	Boundary Road, Torquay - Bideford St to Robert0	New Special Pathway as part of 2 lane road construction		
TRP-003	RC009d	Boundary Road, Urangan - Stringybark to Robert	New 2 lane road on northern alignment	\$12,276,000	27/28 - 29/30
S-003	SW35	Boundary Road, Urangan - Robert St to Stringybark Dr	Upgrade of existing open channel to piped drainage system		
TRP-003	BS29	Boundary Road, Urangan - est/wst Bradman Wy	New bus stop		
TRP-003	ISF45	Boundary Road, Torquay - Seniorita Pde intersection	Upgrade of existing intersection to 4 lanes		
TP-003	PW78d	Boundary Road, Urangan - Stringybark to Robert	New District Pathway on northern alignment as part of new 2 lane road on northern alignment		
TP-003	PW79c	Boundary Road, Urangan - Stringybark to Robert	New District Pathway on northern alignment as part of new 2 lane road on northern alignment		
TRP-003	RC009e	Boundary Road, Urangan - Booral Rd to Stringybark	New 2 lane road on northern alignment	\$16,500,000	27/28 - 29/30
S-003	SW36	Boundary Road, Urangan - Stringybark Dr to Pulgul Creek	Upgrade of existing open channel to pipes underground system with new outlet		

Map Ref	LGIP ID	Asset Name	Project Description	CWP Estimate (\$)	Yr.
TRP-003	BS30	Boundary Road, Urangan - est/wst Stringybark Dr	New bus stop as part of 4 lane road construction		
TRP-003	IWF44	Boundary Road, Torquay - Stringybark Dr intersection	Upgrade of existing intersection to 4 lanes		
TP-003	PW78f	Boundary Road, Urangan - Booral to Stringybark	New District Pathway on northern alignment as part of new 2 lane road on northern alignment		
TP-003	PW79d	Boundary Road, Urangan - Booral to Stringybark	New District Pathway on northern alignment as part of new 2 lane road on northern alignment		
TRP-003	RC019b	Doolong Road, Wondunna - Kawungan Wy to Squire	Upgrade from rural road to 2 lane Controlled Distributer urban	\$6,700,000	33/34 - 35/36
TP-003	PW57a	Doolong Road, Kawungan - Baycrest RSL Care to Squire	New District Pathway as part of 4 lane road construction		
TRP-003	RC019c	Doolong Road, Wondunna - Squire St to Denmans Camp	Upgrade from rural road to 2 lane Controlled Distributer urban	\$2,900,000	33/34 - 35/36
TP-003	PW57b	Doolong Road, Kawungan - Squire St to Doolong Sth	New District Pathway as part of 2 lane construction		
TRP-003	RC031a	Beach Road ext, Pialba - Bay Dr to Urraween Distributor	New road construction to Controlled Distributer	\$27,000,000	33/34 - 35/36
TRP-003	ISF39	Beach Road, Pialba - Bay Dr intersection	Upgrade of existing intersection		
TP-003	PW19a	Beach Road ext, Pialba - Bay Dr to Urraween Distributor	New District Pathway as part of road construction		
TRP-003	RC040a	Denmans Camp Road, Wondunna - BHD to Torquay	Upgrade of existing road to Controlled Distributer urban including new lighting	\$1,600,000	24/25 - 26/27
TP-003	PW50c	Denmans Camp Road, Torquay - Boat Harbour Dr to Totness St	New District Pathway		
Pathways					
TP-001	PW01	Esplanade, Burrum Heads - Burrum St to Rd 784	New Special Pathway	\$770,000	27/28 - 29/30
TP-003	PW02a	Corser Street, Point Vernon - Murphy St to Katandra	New District Pathway	\$680,000	33/34 - 35/36
TP-003	PW03a	Esplanade, Point Vernon - Spence St to Corser St	New Special Pathway	\$410,000	27/28 - 29/30
TP-003	PW03b	Esplanade, Point Vernon - Boat Ramp to Spence St	New Special Pathway	\$920,000	33/34 - 35/36
TP-003	PW09a	Esplanade, Urangan - Buccaneer Dr to Jetty	New Special Pathway	\$490,000	27/28 - 29/30
TP-003	PW09c	Esplanade, Urangan - (Boat Harbour Dr to Moolyir	New Special Pathway to be delivered with non-trunk road construction	\$600,000	30/31 - 32/33
TP-003	PW100	Unnamed 912 Road, Nikenbah - Madsen Rd to Rail Trail	New District Pathway	\$306,000	30/31 - 32/33
TP-003	PW101	Future Path 1, Nikenbah - Main St to Samaria	New District Pathway	\$400,000	30/31 - 32/33
TP-003	PW103	Grinsteads Road, Dundowran Beach - Pialba Burrum Heads Road to Sempfs Rd	New District Pathway	\$610,000	30/31 - 32/33
TP-003	PW105a	Chapel Road, Nikenbah - Rail Trail to Madsen Rd	New Special Pathway	\$790,000	27/28 - 29/30
TP-003	PW107	Main St, Nikenbah - Chapel Rd to new estate entrance	New District Pathway	\$135,000	24/25 - 26/27
TP-003	PW10a	Esplanade ext., Urangan - Moolyir St to Pulgul St	New Special Pathway	\$650,000	30/31 - 32/33
TP-003	PW10b	Esplanade ext., Urangan - Pulgul St to Booral Rd	New Special Pathway	\$1,000,000	33/34 - 35/36

Map Ref	LGIP ID	Asset Name	Project Description	CWP Estimate (\$)	Yr.
TP-003	PW113	Rail Trail, Hervey Bay - Elizabeth St intersection	Upgrade of existing intersection to signalised mid-block crossing	\$350,000	24/25 - 26/27
TP-003	PW21	Dougan Street, Pt Vernon – Corser St to Martin	New District Pathway	\$890,000	33/34 - 35/36
TP-003	PW24	Banksia Street, Pt Vernon – North St to Dougan	New District Pathway	\$237,500	33/34 - 35/36
TP-003	PW26	Ibis Boulevard ext., Eli Waters - End to Martin St	New District Pathway	\$365,000	33/34 - 35/36
TP-003	PW28	Martin Street, Point Vernon - Tooth St intersection	Upgrade of existing roundabout to include pedestrian facilities	\$270,000	27/28 - 29/30
TP-003	PW32b	Scrub Hill Road, Yarrilee - Yarrilee Cct intersection	Upgrade of existing intersection to raised priority crossing	\$303,000	27/28 - 29/30
TP-003	PW37a	Maryborough Hervey Bay Road - Urraween Rd to Wentworth Av	New District Pathway	\$530,000	33/34 - 35/36
TP-003	PW37b	Maryborough Hervey Bay Road, Urraween - Urraween Rd to Pialba Burrum Heads Rd	New District Pathway	\$710,000	2036+
TP-003	PW42a	Boat Harbour Drive, Urraween - Old Maryborough Rd to Picnic	New District Pathway	\$270,000	33/34 - 35/36
TP-003	PW42b	Boat Harbour Drive, Pialba - Picnic St to Nissen	New District Pathway	\$240,000	33/34 - 35/36
TP-003	PW42c	Boat Harbour Drive, Pialba - Nissen St to Beach	New District Pathway	\$270,000	33/34 - 35/36
TP-003	PW44a	Madsen Road, Urraween - Maikie Dr to Urraween	New District Pathway	\$430,000	2036+
TP-003	PW49a	Boat Harbour Drive, Torquay - Denmans Camp Rd to Barry St	New District Pathway	\$210,000	33/34 - 35/36
TP-003	PW49b	Boat Harbour Drive, Torquay - Tavistock St to Bideford	New District Pathway	\$470,000	33/34 - 35/36
TP-003	PW49c	Boat Harbour Drive, Torquay - Honiton St to Robert	New District Pathway	\$140,000	33/34 - 35/36
TP-003	PW50a	Denmans Camp Road, Kawungan - Boundary Rd to Doolong Rd	New District Pathway	\$900,000	27/28 - 29/30
TP-003	PW51	Oleander Avenue, Scarness - Grevillea St to Baird Dr	New District Pathway	\$620,000	27/28 - 29/30
TP-003	PW53	Urraween Road, Urraween - Main St to Richard Charles Dr	New District Pathway	\$100,000	2036+
TP-003	PW59	Rasmussen Road, Kawungan - Anode to Doolong Sth Rd	New District Pathway	\$307,500	30/31 - 32/33
TP-003	PW63a	Doolong Road, Wondunna - Denmans Camp Rd to Carrick	New District Pathway	\$212,000	27/28 - 29/30
TP-003	PW63b	Doolong Road, Wondunna - Carrick Wy to Raward Rd	New District Pathway	\$318,000	27/28 - 29/30
TP-003	PW66	Robert Street, Urangan - Exeter St to Boat Harbour	Upgrade of existing asphalt path to District Pathway to be delivered with non-trunk road reconstruction	\$240,000	27/28 - 29/30
TP-003	PW73	Elizabeth Street, Urangan - Garden Dr to Emerald Park Wy	New District Pathway	\$40,000	33/34 - 35/36
TP-006	PW85	Edward Street, Maryborough - Edward St supervised crossing to Jupiter	New District Pathway	\$70,000	30/31 - 32/33
TP-006	PW86	Walker Street, Maryborough - Russell St to St Clair	Pedestrian Facility - Intersection upgrades	\$220,000	27/28 - 29/30
TP-006	PW86a	Jupiter St, Maryborough - Walker St to Boys	New District Pathway	\$710,000	33/34 - 35/36
TP-006	PW87a	Walker Street, Maryborough - Russell St to Jupiter St	New District Pathway	\$140,000	24/25 - 26/27
TP-006	PW87b	Walker Street, Maryborough - Russell St to Croydon	New District Pathway	\$340,000	33/34 - 35/36
TP-006	PW87c	Walker Street, Maryborough - Croydon St to Slaughterhouse	New District Pathway	\$420,000	33/34 - 35/36

Map Ref	LGIP ID	Asset Name	Project Description	CWP Estimate (\$)	Yr.
TP-006	PW88b	Victory Street, Maryborough - Ariadne St to Neptune	New District Pathway	\$780,000	33/34 - 35/36
TP-006	PW88c	Neptune Street, Maryborough - Woodstock St to Victory	New District Pathway	\$1,000,000	2036+
TP-006	PW96a	Ann Street, Maryborough - (Ferry St to Fort	New District Pathway	\$440,000	33/34 - 35/36
TP-006	PW96b	Ann Street, Maryborough - (Fort St to John	New District Pathway	\$440,000	33/34 - 35/36
TP-006	PW96c	Ann Street, Maryborough - (John St to Lennox	New District Pathway	\$440,000	33/34 - 35/36
TP-006	PW96d	Ann Street, Maryborough - Lennox St to Bazaar	New District Pathway	\$620,000	33/34 - 35/36
N/A	PW96e	Ann Street, Maryborough - Bazaar St to Richmond Ln	New District Pathway	\$440,000	33/34 - 35/36
TP-006	PW96f	Ann Street, Maryborough - Richmond Ln to Richmond St	New District Pathway	\$440,000	33/34 - 35/36
TP-006	PW96g	Ann Street, Maryborough - March St to Richmond Ln	New District Pathway	\$440,000	33/34 - 35/36
TP-006	PW96h	March Street, Maryborough - Albert St to Ann	New District Pathway	\$220,000	30/31 - 32/33
TP-006	PW97	Ann Street, Maryborough - Ferry St to Cheapside	New District Pathway	\$2,090,000	33/34 - 35/36
TP-006	PW98a	Banana Street, Granville - Gick St to Perry	New District Pathway	\$255,000	30/31 - 32/33
TP-006	PW98b	Banana Street, Granville - Holme St to End	New District Pathway	\$180,000	30/31 - 32/33
TP-006	PW98c	Banana Street, Granville - Perry St to Holme St	New District Pathway	\$330,000	33/34 - 35/36
TP-006	PW99	Cambridge Street, Granville - Blackbourne St to Hoffman St	New District Pathway	\$600,000	33/34 - 35/36
	PWITP	Active travel trunk infrastructure plan	Active Travel Strategy planning	\$50,000	24/25 - 26/27

4.2.4 Alignment of the SOW with the Long-Term Asset Management Plans (LTAMPs)

The Council has adopted a combined Strategic Asset Management Plan (SAMP) and Long Term - Asset Management Plan (LT-AMP) for 22/23 which consolidates the Asset Management Planning from all major infrastructure classes. The outcomes from this document are intended to assist Council reconcile its Asset/Service strategy with its Financial Strategy (LTFF) and Growth Strategy (LGIP).

Section 5 provides a succinct summary of recent Council initiatives to ensure that the LGIP (as the embodiment of Councils Growth strategy) is aligned with its Financial Strategy (as contained in Councils Long Term Financial Forecast (LTFF)) and its Services/Asset Strategy (as defined in its SAMP/LTAMP)

4.3 Trunk Water Supply

4.3.1 Desired standards of service

The current **desired standard of service** for trunk water supply infrastructure is outlined in **Attachment A** and references the Council's Planning Scheme Policy for development works. This in turn refers to the WBBROC/WBBUWA Code developed in 2018. The DSS also refers to State and industry standards for the planning, design and construction of water services infrastructure.

4.3.2 Trunk Infrastructure Planning

Council has recently updated both the **Water Supply and Sewerage Strategies**.

Demand generation assumptions for Water and Sewerage are contained in the LGIP (**Table SC 3.1.3**) and generally imply demand for detached dwellings in the order of 2.5 EP/dwelling and 1.56EP/dwelling for attached dwellings.

The Housing and Land Audit Analysis recently completed by Urbis has informed the development of the water and sewer strategies and assumes an approximate detached dwelling density of 10 dwellings/ha across land within the Low Density Residential, Medium Density Residential, High Density Residential and Emerging Community Zones. In support of this assumption, it was acknowledged that *"These are reasonable and realistic density allowances considering the local Fraser Coast built form typology -being standard residential subdivision at 800m2 allotment size for the bulk of the LDR and EC zoned area.... These are very low-density allowances in comparison to SEQ LGAs and reflect realistic factors regarding market demand and resident expectations for the Fraser Coast lifestyle."*

4.3.3 Schedule of Works

A draft Schedule of Works (SOW) for trunk water supply infrastructure is summarised in **Table 10**.

Delivery of trunk infrastructure is provided in five (5) year cohorts with a more exact estimate of timing provided in the Schedule of Works Model available on Councils website. This approach provides Council with the flexibility to readily communicate to industry any changes to the Capital works program which may occur over the life of the LGIP.

Table 10 - Water Supply Trunk Infrastructure SOW¹⁰

Map Ref	LGIP_ID	Asset Name	Description	Est Cost (\$)	Yr.
WS-003	W009	New Water Main	Hornes Rd, Takura - Torbanlea - Pialba Rd to Road 587	\$1,940,000	30/31 - 32/33
WS-003	W010	New water main	Pursers Rd, Dundowran - Dundowran Booster PS	\$160,000	33/34 - 35/36
WS-003	W017	New Watermain	Pulgul St, Urangan - Edward St to Moolyyir St	\$400,000	30/31 - 32/33
WS-002	W042	New Water Main	Castles Rd, Craignish - Glenco Dr to just before Craigslee Ct	\$200,000	27/28 - 29/30
WS-003	W071	New Water Main	Bideford St, Torquay - Boundary Rd to Vicki Pde	\$110,000	24/25 - 26/27
WS-003	W077	New water main	Margaret Street, Urangan - Cypress St & Dayman St	\$235,000	24/25 - 26/27
WS-003	W091	New water main	Sempfs Rd, Dundowran - Ansons Rd to Sawmill Rd	\$815,000	27/28 - 29/30
WS-003	W100	Upgrade Pump Station	Dundowran (Purser Rd) pumpstation	\$675,000	24/25 - 26/27
WS-006	W132	New Water Main	Bruce Highway, Tinana - Central Rd & Lindah Rd	\$460,000	30/31 - 32/33

¹⁰ Source: DOCSHBCC-4917962-v1-2024LGIP_Draft_Schedule_of_Works_Future_Trunk_Combined. Xls, sheet "Draft 2024 SOW"

Map Ref	LGIP_ID	Asset Name	Description	Est Cost (\$)	Yr.
WS-006	W162	New Water Main	Ariadne St - Booker St West	\$350,000	33/34 - 35/36
WS-006	W169	New Water Main	Aberdeen Av, MBD West - Neptune St to Reservoir	\$235,000	30/31 - 32/33
WS-006	W174	New Water Main	Range St, Granville - Cardigan St to Kinghorn Rd.	\$150,000	30/31 - 32/33
WS-006	W179	New Water Main	Burgowan - Boys Ave	\$45,000,000	24/25 - 26/27
WS-006	W181	New Water Main	Walkers pt Rd, Granville. - Banana St to Range St.	\$675,000	30/31 - 32/33
WS-006	W185	New Water Main	Kent St, MBD CBD - Tiger St to Ajax St.	\$460,000	30/31 - 32/33
WS-006	W186	New Water Main	Ajax St, Granville - Bridge river crossing	\$1,800,000	30/31 - 32/33
WS-006	W193	New Water Main	Saltwater Creek Rd, St Helens - Fazio St & Janet Rd	\$700,000	2036+
WS-006	W194	New Water Main	Neptune St, St Helens - follows onto Lawson Rd	\$2,800,000	2036+
WS-003	W201	New Watermain	Queens Rd / Freshwater St - Esplanade to Gossner	\$1,125,000	33/34 - 35/36
WS-003	W210	New Water Main	Main Street, Nikenbah Structure Plan	\$630,000	24/25 - 26/27
WS-003	W212	New Water Main	Main Street, Nikenbah Structure Plan	\$700,000	24/25 - 26/27
WS-003	W213	New Water Main	Main Street, Nikenbah Structure Plan	\$70,000	24/25 - 26/27
WS-003	W218	New Water Main	Nikenbah Structure Plan	\$350,000	30/31 - 32/33
WS-003	W223	New Water Main	Chapel Rd, Nikenbah Structure Plan	\$765,000	24/25 - 26/27
WS-003	W224	New Water Main	Nikenbah Structure Plan	\$280,000	24/25 - 26/27
WS-003	W226	New Water Main	Nikenbah Structure Plan	\$150,000	24/25 - 26/27
WS-003	W229	New Water Main	Nikenbah Structure Plan	\$270,000	30/31 - 32/33
WS-003	W231	New Water Main	Nikenbah Structure Plan	\$820,000	30/31 - 32/33
WS-003	W233	New Water Main	Nikenbah Structure Plan	\$90,000	30/31 - 32/33
WS-003	W238	New Water Main	Nikenbah Structure Plan	\$900,000	30/31 - 32/33
WS-003	W247	New Water Main	Nikenbah Structure Plan	\$800,000	24/25 - 26/27
WS-003	W248	New Water Main	Nikenbah Structure Plan	\$330,000	30/31 - 32/33
WS-003	W250	New Water Main	Nikenbah Structure Plan	\$85,000	30/31 - 32/33
WS-003	W253	New Water Main	Nikenbah Structure Plan	\$130,000	30/31 - 32/33
WS-005	W282	New Reservoir (land acquisition)	70 Rokeby Dr, Booral.	\$1,500,000	24/25 - 26/27
WS-006	W310	New Water Main	Puller St, Granville - Hoffman to Cardigan St	\$250,000	33/34 - 35/36
WS-003	W495	New Watermain	Esplanade, Urangan - Boundary Rd & Esplanade	\$740,000	27/28 - 29/30
WS-004	W513	New Water Main	James St, MBH - Agnes St to Annie St	\$60,000	27/28 - 29/30
WS-003	W516	New Water Main	Esplanade, Urangan - Moolyir St to Edwin St	\$450,000	30/31 - 32/33
WS-003	W517	New Water Main	Edwin St, Urangan - Pulgul St to Esplanade, connection into Crescent St	\$180,000	30/31 - 32/33
WS-003	W524	New water main	Eli Waters Structure Plan - Grinsteads Rd to Greensill Rd	\$3,600,000	2036+
WS-003	W530	New Water Main	Boundary Rd, Wondunna - Denman's Camp Rd to Elizabeth St	\$3,600,000	30/31 - 32/33
WS-003	W532(a)	New Water Main	Kawungan Distributor Dr - Doolong Rd to Samarai Dr	\$820,000	24/25 - 26/27
WS-003	W532(b)	New Water Main	Kawungan Distributor Dr - Doolong Rd to Samarai Dr	\$820,000	30/31 - 32/33
WS-003	W533	New Water Main	Rasmussen Rd, Kawungan - Samarai Dr to Doolong South Rd	\$320,000	30/31 - 32/33
WS-003	W535	New Water Main	Samuari Drv to Sandy View Drv, Kawungan	\$260,000	30/31 - 32/33
WS-003	W536	New Water Main	Bayridge to Parklands - Sandy View Dr to Doolong Sth Rd	\$1,000,000	24/25 - 26/27
WS-003	W538	New Water Main	Doolong South Rd to River Heads Rd, Booral	\$4,400,000	30/31 - 32/33
WS-006	W548	New Water Main	Central Rd. Tinana - Bruce Hwy to Tulip Dr	\$180,000	30/31 - 32/33
WS-006	W553	New Water Main	Eatonvale Rd, Tinana - O'Connell Rd to Gympie Rd	\$350,000	27/28 - 29/30
WS-006	W556	New Water Main	St Helens DN250 Water Main Saltwater Creek Rd between Pallas St and Island Plantation Rd	\$480,000	27/28 - 29/30

Map Ref	LGIP_ID	Asset Name	Description	Est Cost (\$)	Yr.
WS-006	W559	New Water Main	Eatonvale Rd, Tinana - O'Conner Rd and Rosehill Rd	\$380,000	27/28 - 29/30
WS-006	W565	New Water Main	Dundas - Odessa to Cambridge	\$350,000	30/31 - 32/33
WS-003	W571	Reservoir Upgrade + pump station	Ghost Hill 1 Reservoir	\$5,400,000	30/31 - 32/33
WS-006	W575	Treatment Plant and Pump Station Upgrades	Burgowan WTP	\$63,000,000	27/28 - 29/30
WS-006	W584	Upgrade 2 Mile reservoir	2 Mile Reservoir, Teddington	\$1,650,000	30/31 - 32/33
WS-002	W587	New Reservoir	Toogoom RES upgrade 1.5ML	\$1,200,000	24/25 - 26/27
WS-005	W701	New Water Main	River Heads Rd Reservoir to Rd 549	\$850,000	24/25 - 26/27
WS-003	W912	New Water Main	Christensen St, Urraween - Hanover Dr to Jacobsen Outlook	\$1,050,000	24/25 - 26/27
WS-003	W950	Inlet	Desalination Inlet Main	\$15,000,000	33/34 - 35/36
WS-003	W951	Outlet	Desalination Outlet Main	\$15,000,000	33/34 - 35/36
WS-003	W952	Distribution main	Desalination connection main	\$2,000,000	33/34 - 35/36
WS-003	W953	Desalination Treatment Plant	Desalination Plant	\$45,000,000	33/34 - 35/36

4.3.4 Alignment of the SOW with the Long Term Asset Management Plans (LTAMPs)

The Council has adopted a combined Strategic Asset Management Plan (SAMP) and Long Term - Asset Management Plan (LT-AMP) for 22/23 which consolidates the Asset Management Planning from all major infrastructure classes.

Section 5 provides a succinct summary of recent Council initiatives to ensure that the LGIP (as the embodiment of Councils Growth strategy) is aligned with its Financial Strategy (as contained in Councils Long Term Financial Forecast (LTFF)) and its Services/Asset Strategy (as defined in its LTAMP)

4.4 Trunk Sewerage Infrastructure

4.4.1 Desired standards of service

The current **desired standard of service** for trunk sewerage collection, transport and treatment infrastructure is outlined in **Attachment A** and references the Council's Planning Scheme Policy for development works. This in turn refers to the WBBROC/WBBUWA Code developed in 2018. The DSS also refers to State and Industry standards for the planning, design and construction of water services infrastructure.

4.4.2 Trunk Infrastructure Planning

Council has recently updated both the **Water Supply and Sewerage Strategies**.

Demand generation assumptions for Water and Sewerage are contained in the LGIP (**Table SC 3.1.3**) and generally imply demand for detached dwellings in the order of 2.5 EP/dwelling and 1.56EP/dwelling for attached dwellings.

The Housing and Land Audit Analysis recently completed by Urbis has informed the development of the sewerage strategy and assumes an approximate detached dwelling density of 10 dwellings/ha across land within the Low Density Residential, Medium Density Residential, High Density Residential and Emerging Community Zones. In support of this assumption, it was acknowledged that *"These are reasonable and realistic density allowances considering the local Fraser Coast built form typology -being standard residential subdivision at 800m2 allotment size for the bulk of the LDR and EC zoned area.... These are very low-density allowances in comparison to SEQ LGAs and reflect realistic factors regarding market demand and resident expectations for the Fraser Coast lifestyle."*

4.4.3 Schedule of Works

A draft Schedule of Works for trunk Sewerage infrastructure is summarised in **Table 11**.

Delivery of trunk infrastructure is provided in five (5) year cohorts with a more exact estimate of timing provided in the Schedule of Works Model available on Councils website. This approach provides Council with the flexibility to readily communicate to industry any changes to the Capital works program which may occur over the life of the LGIP.

Table 11 - Sewerage Trunk Infrastructure SOW¹¹

Map ref	LGIP_ID	Asset Name	Description	Valuation (\$)	Prop_Yr
W-001	ESB01	New Irrigated Plantation	Tree Plantation	\$191,197	2036+
W-005	ESHB01	Distribution Main	Effluent Main	\$810,000	24/25 - 26/27
W-005	ESHB02	Distribution Main	Effluent Main	\$4,000,000	33/34 - 35/36
W-005	ESHB03	Lad & Storage Dam	Effluent Re-use Storage Lagoon	\$6,814,662	33/34 - 35/36
W-005	ESHB05	Effluent Reuse Dam	Effluent Dam	\$5,683,196	30/31 - 32/33
W-005	ESHB06	Irrigation Pump Station	Irrigation Pump Station	\$1,000,000	24/25 - 26/27
W-005	ESHB07	Irrigation Pump Station	Irrigation Pump Station	\$1,000,000	2036+
W-006	ESM01	New Effluent Reuse Main	Effluent Main	\$400,000	33/34 - 35/36
W-006	ESM02	Centre Pivot	Centre Pivot	\$588,672	33/34 - 35/36
W-006	ESM03	Effluent Reuse Dam	Effluent Dam	\$2,525,865	33/34 - 35/36
W-003	S009	Upgrade Gravity Sewer Main	Pulgul Creek Gravity Sewer Main	\$900,000	30/31 - 32/33
W-003	S011	Augmentation Sewer Rising Main	PS83 Sewer Rising Main	\$11,000,000	33/34 - 35/36
W-003	S014	Upgrade Sewer Pump station	PS30 North Street Sewer Pump Station	\$190,000	24/25 - 26/27
W-003	S015	Upgrade Sewage Pump Station	PS73 Mariners Cove Pump Station	\$70,000	24/25 - 26/27

¹¹ Source: DOCSHBCC-4917962-v1-2024LGIP_Draft_Schedule_of_Works_Future_Trunk_Combined. Xls, sheet "Draft 2024 SOW"

Map ref	LGIP_ID	Asset Name	Description	Valuation (\$)	Prop_Yr
W-006	S019	Upgrade Sewer Gravity Main	Odessa Street Sewer Gravity Main	\$250,000	33/34 - 35/36
W-006	S021	Upgrade Sewer Pump Station	PS12 Banana Street	\$300,000	33/34 - 35/36
W-006	S056	New Sewer Rising Main	St Helens Sewer Rising Main	\$2,300,000	2036+
W-006	S057	New Sewer Gravity Main	Lawson Street Sewer Gravity Main	\$3,000,000	2036+
W-006	S062	New Sewer Pump Station	Neptune Street (St Helens) Sewer	\$2,000,000	2036+
W-006	S063	New Gravity Main	Central Road Sewer Gravity Main	\$350,000	30/31 - 32/33
W-003	S069	New Sewer Main	Nikenbah Gravity Sewer Main	\$3,800,000	33/34 - 35/36
W-003	S070	New Gravity Sewer Main	Nikenbah Gravity Sewer Main	\$200,000	24/25 - 26/27
W-003	S071	New Gravity Sewer Main	Nikenbah Gravity Sewer Main	\$750,000	24/25 - 26/27
W-003	S073	New Gravity Sewer Main	Chapel Road Gravity Sewer Main	\$480,000	24/25 - 26/27
W-003	S074	New Gravity Sewer Main	Chapel Road Gravity Sewer Main	\$50,000	24/25 - 26/27
W-003	S085	New Sewer Pump Station	Nikenbah West Sewer Pump Station	\$240,000	24/25 - 26/27
W-003	S102	Upgrade Gravity Sewer Main	Doolong Road Gravity Sewer Main	\$450,000	27/28 - 29/30
W-003	S112	Upgrade Gravity Sewer Main	Truro Street Gravity Sewer Main	\$100,000	30/31 - 32/33
W-003	S113	Upgrade Gravity Sewer DN450	Doolong Flats Sewer	\$310,000	2036+
W-003	S114	New Sewer Main DN225	Doolong Flats Gravity Sewer St	\$1,300,000	24/25 - 26/27
W-003	S126	New Gravity Sewer Main	Nikenbah Gravity Sewer	\$700,000	24/25 - 26/27
W-003	S127	New Gravity Sewer Main	Chapel Road Gravity Sewer Main	\$500,000	24/25 - 26/27
W-003	S128	Upgrade Gravity Sewer Main	Pulgul Creek Gravity Sewer	\$500,000	33/34 - 35/36
W-006	S132	Sewer Rising Main Upgrade	Lamington Bridge Rising Main	\$900,000	30/31 - 32/33
W-003	S133	New Sewer Pump Station	Nikenbah East Sewer Pump Station	\$210,000	30/31 - 32/33
W-003	S151	New Gravity Sewer Main	Cooks Road Gravity Sewer Main	\$150,000	24/25 - 26/27
W-001	S158	Upgrade Sewage rising Main	Bushnell Road Sewage Rising Main	\$1,500,000	24/25 - 26/27
W-001	S159	New Sewer Gravity Main	Dolphin Waters Sewer Gravity	\$1,200,000	24/25 - 26/27
W-003	S161	New Sewer Gravity Main	Grinsteeds Road Sewer Gravity	\$2,500,000	2036+
W-001	S168	New Sewage Pump Station	New Sewerage Pump Station	\$3,000,000	24/25 - 26/27
W-003	S173	Upgrade Sewage Pump Station	EPS46 Endeavour Way Sewage Pump Station	\$50,000	24/25 - 26/27
W-003	S174	Upgrade Sewage Pump Station	EPS66 Pialba Downs Drive Sewage Pump Station	\$70,000	24/25 - 26/27
W-001	S175	New Sewage Pump Station	New Sewerage Pump Station	\$1,500,000	24/25 - 26/27
W-001	S176	New Sewer Gravity Main	On The Beach Sewer Gravity	\$1,300,000	24/25 - 26/27
W-006	S180	New Sewer Rising Main	Central Road Sewer Pump Station	\$260,000	30/31 - 32/33
W-006	S181	New Sewer Rising Main	Mary River Heights Sewer Rising Main	\$170,000	30/31 - 32/33
W-006	S182	New Sewer Rising Main	Eatonvale Road Sewer Rising Main	\$400,000	30/31 - 32/33
W-006	S183	New Sewer Rising Main	Maryborough West Sewer Rising Main	\$600,000	30/31 - 32/33
W-006	S184	New Sewer Rising Main	Bryant Street Sewer Rising Mai	\$120,000	30/31 - 32/33
W-006	S185	Sewer Upgrade	Sprake Drive Sewer	\$200,000	30/31 - 32/33
W-006	S186	New Sewer Rising Main	Burns Street Sewer Rising Main	\$300,000	30/31 - 32/33
W-006	S187	Upgrade Sewer Pump Station	PS10 Banana Street	\$120,000	33/34 - 35/36
W-002	S190	Upgrade Sewer Pump Station	TGMPS4400 O'Regan Creek Road Station	\$70,000	30/31 - 32/33
W-006	S191	Upgrade Sewer Pump Station	SPS09 Queen Street Sewer Pumpstation	\$1,500,000	24/25 - 26/27
W-003	S195	Extend Pulgul Outfall	Urangan Ocean Outfall	\$20,000,000	27/28 - 29/30
W-003	S196	New Effluent Outfall Pump Stat	Pulgul Effluent Outfall Pump Station	\$700,000	27/28 - 29/30

Map ref	LGIP_ID	Asset Name	Description	Valuation (\$)	Prop_Yr
W-003	S202	Upgrade Sewer Pump Station	PPS2300 Main Street Sewer Pumpstation	\$400,000	30/31 - 32/33
W-003	S203	New Sewage Pump Station	Nissen Street Sewage Pump Station	\$270,000	30/31 - 32/33
W-003	S204	New Sewer Rising Main	Stirling Drive Sewer Rising Main	\$500,000	30/31 - 32/33
W-003	S210	Upgrade Sewer Pump Station	PPS0600 Truru Street Pump Station	\$220,000	33/34 - 35/36
W-006	S260	Sewage Pump Station Upgrade	Tinana Pump Station 13	\$180,000	30/31 - 32/33
W-006	S261	New Sewer Pump Station and Gravity Main	Central Road Sewer Pump Station and Gravity Main	\$210,000	30/31 - 32/33
W-006	S262	New Sewer Pump Station	Mary River Heights Sewer Pump	\$190,000	30/31 - 32/33
W-006	S263	New Sewer Pump Station	Eatonvale Road Sewer Pump Station	\$240,000	30/31 - 32/33
W-006	S264	New Sewage Pump Station	Bryant Street Sewage Pump Station	\$210,000	27/28 - 29/30
W-006	S265	New Sewer Pump Station	Maryborough West Sewer Pump Station	\$225,000	30/31 - 32/33
W-006	S266	New Sewage Pump Station	Burns Street Sewage Pump Station	\$190,000	30/31 - 32/33
W-004	S350	New WWTP	Howard Sewerage Treatment Plant	\$3,500,000	24/25 - 26/27
W-004	S354	New Effluent Rising Main	Howard Effluent Reuse Rising Main	\$2,600,000	24/25 - 26/27
W-003	S430	Upgrade Sewer Rising Main DN30	Doolong Flats Sewer Rising Main	\$1,500,000	33/34 - 35/36
W-003	S433	Upgrade Sewer Pump Station	PS83 Sewer Pump Station	\$400,000	24/25 - 26/27
W-003	S434	Upgrade Sewer Pump Station	PPS7900 Booral Rd Sewer Pump Station	\$260,000	33/34 - 35/36
W-001	S440	Treatment Plant Upgrade	Burrum Heads WWTP	\$150,000	27/28 - 29/30
W-003	S447	New Effluent Pumps, storage and treatment	Nikenbah Effluent Storage and Treatment Plant	\$37,000,000	27/28 - 29/30
W-003	S450	Upgrade WWTP	Pulgul WWTP	\$63,000,000	27/28 - 29/30
W-002	S458	Treatment Plant Upgrade and Re	Toogoom WWTP	\$2,700,000	30/31 - 32/33
W-001	ESB01	New Irrigated Plantation	Tree Plantation	\$191,197	2036+

4.4.4 Alignment of the SOW with the Long Term Asset Management Plans (LTAMPs)

The Council has adopted a combined Strategic Asset Management Plan (SAMP) and Long Term - Asset Management Plan (LT-AMP) for 22/23 which consolidates the Asset Management Planning from all major infrastructure classes.

Section 5 provides a succinct summary of recent Council initiatives to ensure that the LGIP (as the embodiment of Councils Growth strategy) is aligned with its Financial Strategy (as contained in Councils Long Term Financial Forecast (LTFF)) and its Services/Asset Strategy (as defined in its LTAMP)

4.5 Parks and Land for Community Purposes (LFCP)

4.5.1 Desired standards of service

The current **desired standard of service** for Parks and Open Space is outlined in **Attachment A**. This standard provides a detailed outline of service and accessibility standards relevant to this asset class.

4.5.2 Trunk Infrastructure Planning

Council is undertaking a review and further refinement of its **Open Space Strategy**. Council has also undertaken a process of updating its Parks and **Land For Community Purposes** (LFCP) asset data.

Demand Generation Assumptions (contained in LGIP Table SC 3.1.3) are subject to change pending finalisation of the updated Open Space Strategy

4.5.3 Schedule of Works

The Schedule of Works for parks and land for community purposes is summarised in **Table 12**.

Delivery of trunk infrastructure is provided in five (5) year cohorts with a more exact estimate of timing provided in the Schedule of Works Model available on Councils website. This approach provides Council with the flexibility to readily communicate to industry any changes to the Capital works program which may occur over the life of the LGIP.

Table 12 - Park and Land for Community Purposes¹²

LGIP ID	Asset Name	Locality	Est Cost	Year Provided
CL01	Maggs Hill Cemetery - Land acquisition	Nikenbah	\$232,720	27/28 - 29/30
PL01a	Dundowran District Recreation Park - Land acquisition	Craignish	\$64,036	27/28 - 29/30
PL01b	Dundowran District Recreation Park - Infrastructure and embellishment	Craignish	\$4,784,837	30/31 - 32/33
PL02	Rasmussen Road District Recreation Park	Wondunna	\$257,692	2036+
PL03a	Kawungan Way District Recreation Park - Land acquisition	Kawungan	\$1,900,000	24/25 - 26/27
PL03b	Kawungan Way District Recreation Park - Infrastructure and embellishment	Kawungan	\$4,784,837	27/28 - 29/30
PL04a	Spring Way District Recreation Park - Land acquisition	Nikenbah	\$241,304	30/31 - 32/33
PL04b	Spring Way District Recreation Park - Infrastructure and embellishment	Nikenbah	\$4,784,837	2036+
PL05	Fraser Coast Regional Sport and Recreation Precinct	Nikenbah	\$18,950,000	30/31 - 32/33
CITIP	Community infrastructure strategy	-	\$100,000	24/25 - 26/27

4.5.4 Alignment of the SOW with the Long-Term Asset Management Plans (LTAMPs)

The Council has adopted a combined Strategic Asset Management Plan (SAMP) and Long Term - Asset Management Plan (LT-AMP) for 22/23 which consolidates the Asset Management Planning from all major infrastructure classes.

Section 5 provides a succinct summary of recent Council initiatives to ensure that the LGIP (as the embodiment of Councils Growth strategy) is aligned with its Financial Strategy (as contained in Councils Long Term Financial Forecast (LTFF)) and its Services/Asset Strategy (as defined in its LTAMP)

¹² Source: DOCSHBCC-4917962-V1-2024LGIP_Draft_Schedule_of_Works_Future_Trunk_Combined. Xls, sheet "Draft 2024 SOW"

4.6 Stormwater

4.6.1 Desired standards of service

The current **desired standard of service** for trunk stormwater infrastructure is outlined in **Attachment A**. This references the Council's Planning Scheme Policy for development works as well as industry standards such as the Queensland Urban Drainage Manual (QUDM) and DTMR manual for Road Drainage.

4.6.2 Trunk Infrastructure Planning

Council has identified the need to update its **hydrologic modelling** and has established a program of stormwater modelling to be undertaken progressively. Council has also undertaken **Coastal Flooding Analysis** which, while not directly affecting the LGIP, may ultimately inform land use decisions within the Planning Scheme.

Demand Generation Assumptions contained in the LGIP are generally based on QUDM estimates of impervious fraction for different land uses.

Council's policy framework includes separate provision for developers to compensate Council for underperformance of **water quality outcomes**. The associated charges are external to the statutory Infrastructure charges regime but are broadly based on the assumption that it may be more cost effective for Council to provide a regional solution to water quality issues than require individual developments to meet set targets.

Council is also aware of the need for a **Flood Risk Framework**.

4.6.3 Schedule of Works

A draft Schedule of Works for Stormwater Infrastructure has been developed and is summarised in **Table 13**.

Delivery of trunk infrastructure is provided in five (5) year cohorts with a more exact estimate of timing provided in the Schedule of Works Model available on Councils website. This approach provides Council with the flexibility to readily communicate to industry any changes to the Capital works program which may occur over the life of the LGIP.

Table 13 - Stormwater Trunk Infrastructure¹³

LGIP ID	Asset Name	Project Description	CWP Estimate (\$)	Year
CUL30	Ibis Boulevard ext, Eli Waters - End to Martin St	New culvert	\$262,500	30/31 - 32/33
CUL34	Charles Street, Pialba - Old Maryborough Rd to Torquay	Upgrade of existing cross drainage culvert	\$250,000	27/28 - 29/30
CUL35	Hunter Street, Pialba - Torquay Rd to Old Maryborough Rd	Upgrade of existing cross drainage culvert	\$1,100,000	27/28 - 29/30
CUL36	North Street, Point Vernon	Upgrade of existing cross drainage culvert for upgrade of existing rural road to urban standard	\$170,000	27/28 - 29/30
CUL37	Moolyyir Street, Urangan - Pulgul St to Espl	Upgrade of existing cross drainage pipe/floodway	\$800,000	30/31 - 32/33
CUL38	Donnelly Road, Tinana	Donnelly Rd, Tinana - Culvert Upgrade	\$262,500	30/31 - 32/33
CUL39	Robert Street, Urangan - Urangan St to Emerald	Upgrade of existing cross drainage culvert	\$830,000	24/25 - 26/27
CUL40	Elizabeth Street, Urangan - Garden Dr to Emerald	Upgrade of existing cross drainage culvert	\$1,000,000	33/34 - 35/36

¹³ Source: DOCSHBCC-4917962-V1-2024LGIP_Draft_Schedule_of_Works_Future_Trunk_Combined. Xls, sheet "Draft 2024 SOW"

LGIP ID	Asset Name	Project Description	CWP Estimate (\$)	Year
CUL41	Elizabeth Street, Urangan	Nth Rail Trail - Culvert - Upgrade/Duplication	\$413,621	30/31 - 32/33
SW01	Beach Road, Pialba - Old Maryborough Rd intersection	Upgrade of existing piped drainage system with new outlet	\$330,000	27/28 - 29/30
SW04	Urraween Road, Urraween - Urraween Rd to Nissen St	Land Easement TAFE site	\$35,000	27/28 - 29/30
SW05	Main Street, Pialba - Main St to Stirling Dr	Drainage easement	\$17,000	33/34 - 35/36
SW07	Hythe Street, Pialba	Tooth St to Hythe St - Open Channel	\$385,000	33/34 - 35/36
SW08	Hythe Street, Pialba	Downstream easement	\$65,000	2036+
SW10	Drury Lane, Dundowran - (Drainage - Eli Creek catchment)	Upgrade of existing open channel	\$550,000	33/34 - 35/36
SW11	Beach Road ext, Pialba - Detention Basin	New detention basin immediately upstream of Beach Rd ext	\$1,820,000	30/31 - 32/33
SW14	Doolong Road, Kawungan - RSL to Doolong Sth	Upgrade of existing open channel to rock lined/gabion rock or concrete lined	\$1,200,000	33/34 - 35/36
SW16	King Street, Urangan - Drainage upgrade	Upgrade of existing piped drainage	\$400,000	2036+
SW17	Elizabeth Street, Urangan - Miller St to Esplanade	Upgrade of existing piped drainage new outlet	\$3,100,000	30/31 - 32/33
SW18	Macks Road, Torquay - Esplanade to Truro Outlet	Upgrade of existing piped drainage	\$1,982,500	33/34 - 35/36
SW19	Robert Street, Torquay - Esplanade to Truro outlet	Upgrade of existing piped drainage	\$1,782,000	33/34 - 35/36
SW20	Ann Street, Torquay - (Drainage upgrade)	New piped drainage and new outlet	\$3,410,000	33/34 - 35/36
SW21	Margaret Street, Urangan - Truro St to Outlet	Upgrade of existing piped drainage and outlet (Groyne)	\$7,810,000	27/28 - 29/30
SW22	Churchill Street, Urangan - Shell St to Outlet	Upgrade of existing piped drainage and outlet (Groyne)	\$4,535,000	33/34 - 35/36
SW24	Winchelsea Street, Pialba	Upgrade of existing piped drainage	\$500,000	30/31 - 32/33
SW26	Newhaven Street, Pialba	Upgrade of existing piped drainage	\$900,000	27/28 - 29/30
SW27	Albert Street, Maryborough	Albert St, Maryborough - Upgrade/Duplication	\$577,500	33/34 - 35/36
SW28	Richmond Street, Maryborough - (Ellena St to Alice)	Upgrade of existing piped drainage	\$2,700,000	33/34 - 35/36
SW29	McDowell Carpark, Maryborough	Upgrade of existing piped drainage	\$1,500,000	30/31 - 32/33
SW30	North Street, Maryborough - Tooley St to outlet	Upgrade of existing piped drainage	\$3,963,500	33/34 - 35/36
SW31	Boat Harbour Drive, Urangan - Esplanade to Outlet	Upgrade of existing piped drainage	\$4,873,000	33/34 - 35/36
SW32	Jetty Street, Urangan - Esplanade to Marina	Upgrade of existing piped drainage	\$5,565,500	24/25 - 26/27
SWTIP	Stormwater strategic infrastructure planning	Stormwater Infrastructure Strategy development	\$200,000	24/25 - 26/27
WQTIP	Water quality strategic infrastructure planning	Stormwater Quality Infrastructure Strategy development	\$100,000	24/25 - 26/27

4.6.4 Alignment of the SOW with the Long Term Asset Management Plans (LTAMPs)

The Council has adopted a combined Strategic Asset Management Plan (SAMP) and Long Term - Asset Management Plan (LT-AMP) for 22/23 which consolidates the Asset Management Planning from all major infrastructure classes.

Section 5 provides a succinct summary of recent Council initiatives to ensure that the LGIP (as the embodiment of Councils Growth strategy) is aligned with its Financial Strategy (as contained in Councils Long Term Financial Forecast (LTFF)) and its Services/Asset Strategy (as defined in its LTAMP)

5.0 Strategic Alignment

5.1 Context

As part of the process of development of the LGIP, Council undertook a comprehensive review of the alignment (and potential tensions) between Councils;

- **Growth Strategy** (as defined in the LGIP);
- **Financial Strategy** (as defined in its Long-Term Financial Forecast (LTFF)); and
- **Service Strategy** (as defined in the adopted Strategic/Long-Term Asset Management Plan (LTAMP)¹⁴).

Through this process, Council identified and resolved some existing inconsistencies in the consolidated strategy and determined a pathway forward that ensures a sustainable future which maximises a range of outcomes across the region and across stakeholder groups.

In so doing, Council has greater confidence that the development sequence defined in its LGIP has the capacity to deliver targeted growth objectives without compromising other desired outcomes of Council.

Figure 11 – Interdependencies of the Growth, Service and Financial Strategies of Council



¹⁴ Fraser Coast Regional Council (FCRC) "Strategic Asset Management Plan (SAMP) Long Term - Asset Management Plan (LT-AMP)", 22/23

Attachment A – Desired Standards of Service

Table A.1 - Transport network

Measure	Planning criteria	Design criteria
Road network design/ planning standards	<p>Define the road network as a functional road hierarchy of State Controlled Roads, Arterial Roads, Sub-arterial Roads, Major Collector Streets, Minor Collector Streets and Access Streets which support the urban and rural settlement patterns and commercial and economic activities.</p> <p>Protects the amenity of residential communities by removing non-local traffic.</p> <p>Improves local safety by removing “through” traffic.</p> <p>Reduces fuel consumption and emission levels by sustaining efficient operating speeds. Maintains travel speeds in off-peak periods. Reduces vehicle operating costs.</p> <p>Supports economic growth by developing efficient and integrated transport networks.</p> <p>Minimizes through traffic and heavy vehicles in residential areas.</p> <p>Limits community severance. Reduce delays during peak periods.</p> <p>Improve safety by reducing vehicle speed differentials.</p> <p>Supports efficient and integrated freight movement network.</p>	<ul style="list-style-type: none"> • Planning scheme policy for development works* • Interim Guide to Road Planning and Design – Department of Transport and Main Roads • Road Drainage Manual - Department of Transport and Main Roads • Australian Standards • AUSTROADS guides
Public Transport design/ planning standards	<p>New urban development is designed to achieve safe and convenient walking distances to bus stops.</p> <p>Ensure development includes provision for public transport infrastructure.</p> <p>Improve public transport operation by improving travel speeds.</p> <p>Improve access to public transport.</p> <p>Improve transport opportunities for non-car owners and non-licensed people.</p> <p>Improve efficiency of public transport.</p> <p>Reduces fuel consumption and emission levels through the use of efficient transport modes.</p> <p>Reduces trip times.</p> <p>Provided where required, suitable bus infrastructure including shelters, seats, lighting and information.</p>	<ul style="list-style-type: none"> • Planning scheme policy for development works* • Interim Guide to Road Planning and Design – Department of Transport and Main Roads • Australian Standards • AUSTROADS Guides
Cycleway and pathway design/ planning standards	<p>Provide a safe and convenient walk/cycle path network in accordance with the local government's Plans for Trunk Infrastructure – Pedestrian Path and Cycleway Network.</p>	<ul style="list-style-type: none"> • Planning scheme policy for development works* • Interim Guide to Road Planning and Design – Department of Transport and

Measure	Planning criteria	Design criteria
	<p>Reduces fuel consumption and emission levels through the use of efficient transport modes.</p> <p>Encourage cycling and walking as a means promote positive health outcomes.</p> <p>Improve transport opportunities for local trips.</p> <p>Ensures an acceptable level of amenity for users.</p> <p>Encourage cycling and walking as acceptable alternatives to private vehicle use.</p> <p>Infrastructure provided meets recognized standards.</p>	<p>Main Roads</p> <ul style="list-style-type: none">• Australian Standards• AUSTROADS Guides to Road Design – Part 6A: Pedestrian and Cycle Paths.

* The Planning scheme policy for development works provides local standards for development and takes precedence over the other guidelines and standards listed.

Table A.2 - Water supply network

Measure	Planning criteria	Design criteria
Water Quality and Public Health	Provide water in accordance with recognized quality standards that safeguard community health.	<ul style="list-style-type: none"> • Australian Drinking Water Guidelines – National Health and Medical Research Council (ADWQG¹⁵)
Reliability, continuity and adequacy of supply	Provide customers with a reliable supply of potable water with minimal interruptions to their service.	<ul style="list-style-type: none"> • Planning scheme policy for development works* (including the WBBROC Code) • Customer Service Standards • Water Supply Code of Australia – Water Services Association of Australia • Planning Guidelines of Water Supply and Sewerage – Department of Energy and Water Supply¹⁶
Economic Efficiency	Provide infrastructure which: - (a) minimises whole of life cycle costs. (b) minimises non-revenue water (physical losses such as system leakage and apparent losses such as meter inaccuracies); (c) minimises power usage; and (d) minimises the extent of infrastructure assets to deliver the service.	<ul style="list-style-type: none"> • Planning scheme policy for development works* (including the WBBROC Code) • Customer Service Standards • Water Supply Code of Australia – Water Services Association of Australia • Planning Guidelines of Water Supply and Sewerage – Department of Energy and Water Supply
Environmental impacts	Provide infrastructure which: - (a) minimises energy usage; (b) minimises greenhouse gas emissions; (c) complies with Environmental Management Strategies and Plans; and (d) provides for system operation and monitoring in accordance with recognized standards.	<ul style="list-style-type: none"> • Planning scheme policy for development works* (including the WBBROC Code) • Customer Service Standards • Water Supply Code of Australia – Water Services Association of Australia • Planning Guidelines of Water Supply and Sewerage – Department of Energy and Water Supply
Infrastructure design/planning standards	Design of the water supply network will comply with established codes and standards.	<ul style="list-style-type: none"> • Planning scheme policy for development works* (including the WBBROC Code) • Customer Service Standards • Water Supply Code of Australia – Water Services Association of Australia • Planning Guidelines of Water Supply and Sewerage – Department of Energy and Water Supply

* The Planning scheme policy for development works provides local standards for development and takes precedence over the other guidelines and standards listed.

¹⁵ Australian Drinking Water Quality Guidelines (ADWQG) 2011 Version 3.8, updated Sept 2022

¹⁶ DEWS, Planning Guidelines for Water Supply and Sewerage April 2010 amended March 2014

Table A.3 – Sewerage network

Measure	Planning criteria	Design criteria
Wastewater Quality and Public Health	Provide a wastewater network that maintains and improves public health.	<ul style="list-style-type: none"> • Planning scheme policy for development works* (including the WBBROC Code) • Customer Service Standards
Reliability and adequacy of service	Development has access to a reliable wastewater collection, conveyance, treatment, re-use and disposal system.	<ul style="list-style-type: none"> • Planning scheme policy for development works* (including the WBBROC Code) • Customer Service Standards • Sewerage Code of Australia - Water Services Association of Australia • Sewerage Pumping Station Code of Australia – Water Services Association of Australia • Planning Guidelines of Water Supply and Sewerage – Department of Energy and Water Supply
Economic Efficiency	Provide infrastructure which: - (a) minimises whole of life cycle costs; (b) minimises power usage; and (c) minimises the extent of infrastructure assets required to deliver the service.	<ul style="list-style-type: none"> • Planning scheme policy for development works* (including the WBBROC Code) • Customer Service Standards • Sewerage Code of Australia - Water Services Association of Australia • Sewerage Pumping Station Code of Australia – Water Services Association of Australia • Planning Guidelines of Water Supply and Sewerage – Department of Energy and Water Supply
Environmental Impacts	Provide infrastructure which: - (a) minimises energy usage; (b) minimises greenhouse gas emissions; (c) complies with Environmental Management Strategies and Plans; (d) provides for system operation and monitoring in accordance with recognized standards; and (e) enables opportunities for beneficial re-use of treated effluent.	<ul style="list-style-type: none"> • Planning scheme policy for development works* (including the WBBROC Code) • Customer Service Standards • Sewerage Code of Australia - Water Services Association of Australia • Sewerage Pumping Station Code of Australia – Water Services Association of Australia • Planning Guidelines of Water Supply and Sewerage – Department of Energy and Water Supply
Infrastructure design/planning standards	Design of the Wastewater network that complies with established codes and standards.	<ul style="list-style-type: none"> • Planning scheme policy for development works* • Customer Service Standards • Sewerage Code of Australia – Water Services Association of Australia • Sewerage Pumping Station Code of Australia – Water Services Association of Australia • Planning Guidelines of Water Supply and Sewerage – Department of Energy and Water Supply

* The Planning scheme policy for development works provides local standards for development and takes precedence over the other guidelines and standards listed.

Table A.4 – Public Parks and Land for Community Infrastructure

Measure	Planning criteria	Design criteria
Functional network	<p>A network of parks and land for community facilities is established to provide for the full range of recreational and sporting activities and provide for development of community facilities.</p> <p>Provides a connected and accessible network of parks, open space, and community facilities that meet the needs of the local government's residents and visitors.</p> <p>Provides opportunities for access and increased usage of open space, recreational and community facilities.</p> <p>Provides for an appropriate balance of land uses and ensures high levels of amenity in the urban form.</p> <p>Provides a basis for healthy and active community.</p> <p>Ensures strong linkages and, where possible, co-location of existing and future parks, open space and community facilities in accordance with the local government's Recreation and Open Space strategy.</p> <p>Ensures utilisation of existing and future assets while maintaining maximum access.</p> <p>Recreational and sporting parks promote the health and wellbeing of the Local government's residents.</p> <p>Protection of the natural landscape ensures maintenance of quality of air, water and land resources reducing negative impacts requiring amelioration.</p> <p>Provides a basis for tourism opportunities.</p> <p>Ensures that existing and future parks, open space and community facilities with significant environmental, waterway or cultural heritage are managed appropriately.</p> <p>Protects and enhances items of cultural interest in the Local government for the benefit of current and future communities in the Local government.</p> <p>Provides recreation and sporting parks with a diverse range of activity opportunities and landscape settings to encourage healthy lifestyles and maximise opportunities for activity.</p> <p>Recreation and open space facilities are managed in the most efficient and cost-effective way.</p>	<ul style="list-style-type: none"> • Parks and land for community facilities is provided at a local, district and LGA-wide level • Parks and land for community facilities addresses the needs of both recreation and provides for development of community facilities. • Planning scheme policy for development works* • Australian Standards

Measure	Planning criteria	Design criteria
Accessibility	<p>Public parks and land for community facilities will be located to ensure adequate pedestrian, cycle and vehicle access.</p> <p>Recreation and open space facilities can be safely and conveniently accessed by all existing and potential users.</p> <p>Provides community access to a range of park, open space and community facilities.</p>	<ul style="list-style-type: none"> • Accessibility standards are identified in Table A4.2 • Planning scheme policy for development works* • Australian Standards
Land requirements, quality and suitability	<p>Public parks and land for community facilities will be provided to a standard that supports a diverse range of recreational, sporting, health and services-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.</p> <p>Flood and storm surge immunity for parks and community facilities are achieved in accordance with the Planning scheme policy for development works.</p> <p>Areas of public open space are provided, exclusive of any land affected by unacceptable hazards such as contaminated land under the Contaminated Land Act 1991 or land subject to geotechnical hazard.</p> <p>Ensures adequate provision of safe, accessible useable facilities.</p> <p>Land will provide for multiple facilities and uses where possible.</p>	<ul style="list-style-type: none"> • The rate of public park and land for community facilities is identified in Table A4.1 • The size of public park and land for community facilities is identified in Table A4.3 • The maximum gradient for public park and land for community facilities is identified in Table A4.5 • The minimum flood immunity for public park and land for community facilities is identified in Table A4.6. • Planning scheme policy for development works* • Australian Standards
Facilities/embellishment	<p>Public parks contain a range of embellishments to compliment the type and purpose of the park.</p> <p>Provide embellishments to public parks, commensurate with the range of activities envisaged.</p> <p>Provides open space embellishments that meet the needs of the community by providing a range of facilities for social activities and/or fitness/recreational pursuits.</p> <p>Ensures activities are met and contained within designated areas – reducing potential off-site impacts to other more sensitive areas in the Local Government.</p> <p>Provides a range of park types that are suitably embellished to meet their purpose within the park hierarchy.</p>	<ul style="list-style-type: none"> • Standard embellishments for each type of park are identified in Table A 4.7 • Planning scheme policy for development works* • Australian Standards
Infrastructure design/performance standards	<p>Maximise opportunities to co-locate recreational parks and community facilities in proximity to other community infrastructure, transport hubs and valued environmental and cultural assets.</p> <p>Provides a standard of service reflecting the communities' needs as identified by the local government's adopted strategies.</p>	<ul style="list-style-type: none"> • Planning scheme policy for development works* • Australian Standards

* The Planning scheme policy for development works provides local standards for development and takes precedence over the other guidelines and standards listed.

Table A4.1 Rate of land provision

Infrastructure Type	Rate of provision (Ha/1000 people)		
	Local	District	Regional
Recreation Park	n/a	0.60	0.25
Sport Park	n/a	1.13	0.37
Land for community facilities	n/a	n/a	0.20

Table A4.2 Accessibility standard

Infrastructure Type	Accessibility standard (km)		
	Local	District	Regional
Recreation Park	90% of population within 0.5 – 1.0km	90% of population within 5km	90% of population within 15km – 50km
Sport Park	n/a	n/a	n/a
Land for community facilities	n/a	n/a	n/a

Table A4.3 Size of parks and land for community facilities

Infrastructure Type	Minimum size (Ha)		
	Local	District	Regional
Recreation Park	1.0	3.0	6.0
Sport Park	n/a	6.0	10.0
Land for community facilities	n/a	n/a	Minimum size dependent on use

Table A4.5 Maximum desired grade

Infrastructure Type	Minimum gradient		
	Local	District	Regional
Recreation Park	1 in 6	1 in 6	1 in 6
Sport Park	n/a	Playing Surfaces in accordance with relevant specifications up to a maximum of 1 in 100	Playing Surfaces in accordance with relevant specifications up to a maximum of 1 in 100
Land for community facilities	n/a	n/a	1 in 30

Table A4.6 Minimum desired flood immunity for parks

Infrastructure Type	Land required above flood level (%)					
	Local		District		Regional	
	>1 in 5-year ARI	>1 in 100 year ARI	>1 in 5-year ARI	>1 in 100 year ARI	>1 in 5-year ARI	>1 in 100 year ARI
Recreation Park	100	10	100	10	100	10
Sport Park	100	10	100	10	100	10
Land for community facilities	100	100	100	100	100	100

Table A4.7 Standard facilities/embellishment for parks

Infrastructure Type	Recreation parks			Sport parks	
	Local	District	Regional	District	Regional
Internal Roads				•	•

Infrastructure Type	Recreation parks			Sport parks	
	Local	District	Regional	District	Regional
Off-street Parking		•	•	•	•
Fencing/bollards	•	•	•	•	•
Lighting		•	•	•	•
Toilet		•	•	•	•
Pathways (Access to facilities)		•	•	•	•
Seating	•	•	•	•	•
Shade structures		•	•	•	•
Covered seating and table		•	•	•	•
Tap/bubbler	•	•	•	•	•
BBQ		•	•	•	•
Bins		•	•	•	•
Landscaping (Including earthworks, and vegetation)	•	•	•	•	•
Turfing	•	•	•	•	•
Irrigation System		•	•	•	•
Signage	•	•	•	•	•
Activity areas	•	•	•	•	•
Shade Trees	•	•	•	•	•
Playground		•	•	•	•
Shower				•	•
Path/park Lighting		•	•	•	•
Bicycle parking		•	•	•	•
Bus parking			•	•	•
Services (water, electricity, sewer, stormwater)	•	•	•	•	•

Note— '•' means normally provided

Table A.5 - Stormwater network

Measure	Planning criteria	Design criteria
Quantity	<p>Provide natural waterways and engineered “natural” channels wherever possible to preserve and enhance natural drainage lines and to minimise construction and long-term maintenance costs.</p> <p>Provide a drainage system that minimises the risk to property and life from flooding and reduces the average annual damage cost to the community.</p> <p>Provide a continuous drainage system that provides a legal and functional point of discharge to all urban land owners and provides certainty about the future control and ownership of the drainage systems.</p> <p>Provide regional detention systems that maintains the required hydrological regime where: -</p> <ul style="list-style-type: none"> (a) downstream flow capacity is not available; (b) downstream mitigation works are not feasible or are unsustainable in the long term; (c) flow control is required to minimise scouring and erosion; (d) environmental flows need to be maintained to support aquatic and riparian ecosystems; (e) property damage and risk to life need to be minimised; (f) minimise the average annual damage cost to the community; (g) the accumulative impacts of development need to be managed; and (h) active or passive recreation opportunities need to be maintained or improved. <p>Provide drainage structures that do not cause or increase flooding of properties and maintains the function and safety of roads and other services.</p> <p>Acquire land or easements for the purpose of stormwater conveyance to provide certainty over discharge and maintenance rights.</p> <p>Provide a sufficient level of flood immunity for existing and future development.</p>	<ul style="list-style-type: none"> • Planning scheme policy for development works* • Queensland Urban Drainage Manual (QUDM) • Road Drainage Manual - Department of Transport and Main Roads
Quality	<p>Provide stormwater quality improvement facilities that: -</p> <ul style="list-style-type: none"> (a) maintain the amenity and use of receiving waterways; (b) protect and enhance the environment in the long term; (c) maintain and improve water quality for recreational uses; and (d) provide safe contact for residents. <p>Maintain construction practices that minimises scouring and sedimentation.</p> <p>Incorporate water sensitive urban design principles into new development to maximise the quality of stormwater leaving the site, to maximise reuse opportunities and to minimise any negative impacts on downstream waterways</p>	<ul style="list-style-type: none"> • Planning scheme policy for development works* • Queensland Water Quality Guidelines • Qld Urban Stormwater Quality Planning Guidelines • Best Practice Erosion and Sediment Control – ICEA
Environmental impacts	<p>Maintain or improve the local ecosystems and prevent adverse impacts on fauna and aquatic wildlife.</p> <p>Rehabilitate waterway areas, riparian zones and associated vegetation corridors where possible to: -</p> <ul style="list-style-type: none"> (a) restore area of scour and sedimentation; (b) improve aesthetic value to the community; (c) improve aquatic and riparian ecosystem structure and function; (d) improve species richness and biodiversity; and (e) maintain and enhance species movement and migration. <p>Provide catchment attenuation measures that maintains the required hydrological regime where: -</p> <ul style="list-style-type: none"> (a) flow velocity and quantity control are required to minimise scouring and erosion; (b) environmental flows need to be maintained to support aquatic and riparian ecosystems; and the values of downstream waterway corridors will be adversely affected by increased flows or velocities. <p>Provide drainage structures that do not restrict the movement of the fauna along waterways and vegetation corridors.</p>	<ul style="list-style-type: none"> • Planning scheme policy for development works* • Queensland Water Quality Guidelines • Qld Urban Stormwater Quality Planning Guidelines • Best Practice Erosion and Sediment Control - ICEA

Measure	Planning criteria	Design criteria
	Provides where possible for additional uses where possible such as water supply harvesting, recreational activities or educational activities.	

* The Planning scheme policy for development works provides local standards for development and takes precedence over the other guidelines and standards listed

**FRASER COAST REGIONAL COUNCIL
ORDINARY MEETING NO. 2/25**

WEDNESDAY, 26 FEBRUARY 2025

SUBJECT: **DEVELOPMENT APPLICATION MCU24/0085 - MATERIAL CHANGE OF USE - TELECOMMUNICATIONS FACILITY - 119 ELIZABETH STREET, URANGAN**

DIRECTORATE: **STRATEGY, COMMUNITY & DEVELOPMENT**

RESPONSIBLE OFFICER: **DIRECTOR STRATEGY, COMMUNITY & DEVELOPMENT, Gerard Carlyon**

AUTHOR: **SENIOR PLANNER (JOB-SHARE), Stephanie Ellis**

LINK TO CORPORATE PLAN: **Connected, Inclusive Communities and Spaces.
Shape the region's natural and built environment to enhance the liveability of our communities and regional lifestyle.**

1. APPLICATION SUMMARY

PROPOSAL:	Material Change Of Use - Telecommunications facility
APPLICANT:	Waveconn Operations Pty Ltd
SITE ADDRESS:	119 Elizabeth Street URANGAN QLD 4655
LOT/PLAN:	Lot 1 RP 898435
SITE AREA:	2.1390 hectares
LOCAL PLAN:	Not applicable
ZONING:	District centre zone
OVERLAYS:	OM-001-ASS-Area 1-Land at or below 5m AHD OM-001-ASS-Area 2-Land above 5m & below 20m AHD OM-003-Lighting Area Buffer 6km OM-003-Obstacle Limitation Surface Contour OM-003-Wildlife Hazard Buffer Zone OM-005-Bushfire hazard potential impact buffer OM-005-Bushfire prone area OM-005-Medium bushfire hazard area OM-008-Flood hazard area OM-010-Major road corridor buffer
CURRENT USE:	Shopping centre
PROPERLY MADE DATE:	4 November 2024
REFERRAL AGENCIES:	State Assessment and Referral Agency
PUBLIC SUBMISSIONS:	10 submissions were received, including one petition with 70 signatures
STATUS:	Decision period ends 21 March 2025
SUMMARY:	<ul style="list-style-type: none"> The application seeks a development permit for a material change of use for a telecommunications facility in the form of a mobile telephone base station at the rear of the Urangan Central shopping centre at 119 Elizabeth Street, Urangan. The facility includes a 30m high monopole located at the rear of the

	<p>shopping centre.</p> <ul style="list-style-type: none"> • The site adjoins the mobility corridor to the north, and residential uses to the north-east. Significant landscaping exists to screen the monopole from these adjoining residential uses. • The proposal is a type of facility commonly found at shopping centres and in commercial areas and is compatible with both the existing land uses and any likely future uses within the zone. The proposed facility is set behind the existing shopping centre building and well away from road frontages. • Access to the facility is via Elizabeth Street only. • The applicant has addressed public safety and the perceived health concerns raised by the submitters. • The facility advances the outcomes sought by the strategic framework of the planning scheme in that provision of high-speed telecommunications is to be facilitated. • The development is recommended for approval, subject to conditions.
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3. OFFICER'S RECOMMENDATION

That the application by Waveconn Operations Pty Ltd for a development permit for a material change of use for a telecommunications facility on land described as Lot 1 on RP898435 situated at 119 Elizabeth Street, Urangan, be approved generally as detailed in the submitted application material, subject to development conditions.

DETAILS OF THE APPROVAL

Type of Decision:	Approved in full with conditions
Type of Approval:	Development Permit – Material change of use – Telecommunications Facility

This application is not taken to have been approved (a deemed approval) under section 64(5) of the *Planning Act 2016*.

The following approvals are given:

	Planning Regulation 2017 reference	Development Permit	Preliminary Approval
Development assessable under the planning scheme, a temporary local planning instrument, a master plan or a preliminary approval which includes a variation approval		<input checked="" type="checkbox"/>	<input type="checkbox"/>

APPROVED PLANS AND DOCUMENTS

The following plans/documents are Approved plans for the development:

Plan/Document No.	Rev.	Plan Name	Date
AQ4655-006-P1	C-1	Site Plan, prepared by Waveconn	2 December 2024

AQ4655-006-P1-2	C-1	<i>Site Location</i> , prepared by Waveconn	2 December 2024
AQ4655-006-P2	C-1	<i>Draft Site Layout</i> , prepared by Waveconn	2 December 2024
AQ4655-006-P3	C-1	<i>Draft Site Elevation</i> , prepared by Waveconn	2 December 2024

CONDITIONS OF APPROVAL

CONDITIONS OF APPROVAL		Condition Timing
Administrative		
1.	Carry out the development in accordance with the Planning Scheme, Planning Scheme Policies and Local Laws.	At all times
2.	Carry out the development in accordance with the approved plans unless otherwise approved in writing by the Assessment Manager.	At all times
3.	Meet the costs of all works associated with this Telecommunication Facility including any necessary alteration or relocation of services, provision of upgrading of roadworks to accommodate all vehicular access works together with all public utility mains and/or installations.	Prior to the commencement of use
4.	Unless otherwise stated in a particular condition, all conditions must be completed prior to the commissioning of the facility, unless otherwise agreed to in writing by the Assessment Manager.	Prior to the commencement of use
Health and Safety		
5.	Warning information signs must be provided on the site to prevent unauthorised entry.	Prior to the commencement of use and maintained at all times.
Cessation of Use		
6.	The telecommunications facility must be removed from the site upon cessation of the use.	Upon completion of approved use.
Lighting		
7.	No lights are permitted to be attached to the telecommunications facility, except where required for aircraft hazard lighting purposes or similar.	Prior to the commencement of use and maintained at all times.
Landscaping		
8.	Submit a landscaping plan to the Assessment Manager for approval that identifies landscaping to be incorporated around the monopole and cabinets. Species are to be native species local to the Fraser Coast selected from SC6.3 planning scheme policy for development works Once endorsed, this will form part of the approved plans of development.	Prior to the commencement of the use
9.	Undertake landscaping works in accordance with the endorsed plan within 20 business days of completing construction of the Telecommunications facility and maintain in perpetuity to the satisfaction of Council.	Within 20 business days of the completion of construction and maintained at all times

Visual Amenity	
10. Prior to the commencement of the use, the monopole, associated headframe unit and attached equipment (e.g. antennas) must be of a non-reflective, painted finish colour which is visually equivalent to 'Blue Grey' and 'Pale Eucalypt', or an alternative colour to Council's satisfaction, to reduce its visual recognition in the landscape.	Prior to the commencement of use and maintained at all times
Stormwater	
11. Any stormwater works associated with the development must not cause: <ul style="list-style-type: none"> (i) adverse effects external to the subject site arising from any increase in velocity, volume and/or redirection of flow; or (ii) an increase in the duration of inundation outside the site where such increased inundation could cause loss or damage. 	Prior to the commencement of use and maintained at all times.
12. Any alterations to existing surface levels on the site shall be undertaken in such a manner as to ensure that no additional surface water is drained onto or impounded on adjoining properties.	At all times.
Infrastructure and Services	
13. All damage to council infrastructure (including pavement damage) as a result of the development works is to be rectified to the satisfaction of Council prior to the issuing of the certificate of practical completion or approval of the plan of survey.	
14. Ensure that all utility services are not contained within any other allotment unless protected by appropriate easements.	
Construction Management & Traffic Impact	
15. All earthworks are to be constructed in accordance with <i>Australian Standard 3798-2007, Guidelines on Earthworks for Commercial and Residential Developments</i>	At all times
16. Limit site access/egress for construction vehicles to one point to reduce impacts on adjoining residents, shopping customers and pedestrians.	
17. Do not undertake any works: - <ul style="list-style-type: none"> a. on a Sunday or public holiday, at any time; or b. on a Saturday, or business day, before 7:00am or after 6:00pm. 	
18. A Construction Traffic Impact Assessment and Construction Management Plan prepared by the installer/contractor are to be submitted to Council for approval. These reports are to overview: <ul style="list-style-type: none"> a. Potential impacts during the installation process; b. Construction estimated programme; c. Number and size of construction vehicles expected to be required during the installation and maintenance works; d. The required Traffic Guidance Scheme (TGS) to control any impact on Elizabeth Street, internal shopping customer vehicles and pedestrians; and e. Mitigation measures to minimise the potential impacts that arise from the installation and maintenance of this proposal. 	Prior to the installation of the telecommunications tower.
19. The placing of installation materials or the carrying out of building operations (inclusive of waste management) on the Road Reserve (inclusive of Council's footpaths and natural drains) and the mobility corridor is prohibited unless approval is obtained from Council.	During the construction phase and maintenance periods.

20.	Ensure maintenance vehicles used in association with the Telecommunication Facility are parked within the site.	At all times.
Dust Control		
21.	The tower installation is to minimise the release dust and/or particulate matter beyond the boundary of the tower installation approval site as per the requirements of the Environmental Protection Act 1994.	At all times
22.	Dust deposition should not exceed 120 milligrams per square metre per day.	At all times
Site Safety		
23.	All works must be suitably fenced off and protected during the construction of the works to avoid the general public to be affected or injured as a result of the civil works. The maintenance, safety and security of the site is to remain the responsibility of the applicant and appointed representatives and contractors until such time the road reserve or access point and internal work-area are reinstated to their original state and the site work is finished, or to a condition identified on this approval. At the end of the work, all the building waste material is to be properly removed from site.	At all times
Erosion and Sediment Control		
24.	Carry out the tower installation with suitable erosion and sediment control measures to ensure all reasonable and practicable actions are taken to prevent environmental harm, as per Fraser Coast Regional Council Planning Scheme (Schedule 6.3) and IECA - Best Practice Erosion and Sediment Control (BPESC) (Current Edition).	At all time
25.	During construction At all times, undertake regular inspections on site to ensure that adequate erosion control measures are in place and in good condition both during and after construction. Additional inspections are also required after each storm event to assess the adequacy of the erosion control measures, rectify any erosion control devices that have been damaged and clean up any sediment that has left the site or is in the roadway. This inspection program is to be maintained until the site is fully rehabilitated.	
Environmental Health		
26.	Confine on site all dust and other emissions, such as ash, fumes, light, odour or smoke from the building site and take all reasonable steps to prevent a release to neighbouring properties.	Prior to the commencement of use and maintained at all times
27.	Take all reasonable and practical measures to prevent pollutants from cutting, cleaning activities and waste concrete from entering waterways.	Prior to the commencement of use and maintained at all times
Property Damage & Council Infrastructure		

28.	Any existing Council infrastructure (including but not limited to, Services, kerb, concrete structures, pits, channels, pavement, footpath, RCP, RCBC, etc.) damaged due to the proposed works is to be rectified or replaced at the applicant's expense prior to 'Practical Completion' acceptance. The applicant must notify the Council of the affected infrastructure immediately. If damage occurs and is not replaced by the client/contractor, Council has the right to undertake the works and charge the landowner accordingly.	Prior to the commencement of use and maintained at all times.
29.	Ensure that all utility services are not contained within any other allotment unless protected by appropriate easements.	Prior to the commencement of use and maintained at all times.

1. Advice Notes

1. *Council accepts no responsibility for the accuracy of the survey information, the design or any information or detail contained in the approved drawings and specifications. The approval is issued with reliance upon the Engineer's certification and that any aspect of the design not specified by Council policy has been undertaken with due professional diligence to accepted industry standards.*
2. *Council's approval of the design does not grant approval to enter private property or private easements to undertake works.*

3. ATTACHMENTS

1. Planning Assessment [↓](#)
2. Locality Map [↓](#)
3. Proposal Plans [↓](#)
4. Environmental EME Report [↓](#)
5. Referral Agency Response [↓](#)

1. APPLICATION DETAILS

1.1. Proposal

The application seeks a development permit for a material change of use for a telecommunications facility in the form of a mobile telephone base station at the rear of the Urangan Central shopping centre at 119 Elizabeth Street, Urangan.

The proposed facility comprises:

- A 30-metre-tall monopole located near the northern corner of the site, adjacent to the mobility corridor and within a 30m² area protected by bollards.
- A new circular headframe mounted at the top of the monopole to accommodate up to 12 Optus panel antennas;
- 2 x 4-bay equipment cabinets (each with dimensions of 2.33m x 2.87m x 0.75m) located in a 50m² area on the opposite side of the parking area from the monopole location, with one for use by Optus and the other by a future co-locating carrier. The cabinet will be protected by bollards and connected to the monopole by way of underground cables.

Refer Attachment 3 – Proposal plans.

Other ancillary equipment will generally be mounted within the proposed headframes or behind proposed antennas. All cables connecting the antennas will be internal to the monopole, except where they exit the monopole to connect to the relevant antennas. The applicant advises the monopole does not have any provision to allow it to be climbed and the equipment cabinets are secure and vandal-proof.

The areas required for the facility are currently used as garden beds; however, vegetation disturbance is generally limited to the removal of predominantly low-level plantings and no trees need to be removed to enable the installation to take place. While the application originally relied on access via Boat Harbour Drive, the applicant amended the proposal to show access from Elizabeth Street only.

The monopole is about 140 metres from the Elizabeth Street frontage and 110 metres from the Boat Harbour Drive frontage and is set behind the main shopping centre building. The equipment cabinets are about 100 metres from both street frontages.

The facility is to be used by Optus as part of its 4G and 5G network, with co-location of at least one additional carrier on the structure possible.

The applicant has provided two photomontages to show the likely view of the proposed tower. View 1 shows the view from Boat Harbour Drive from the opposite side of the road and slightly east of the main shopping centre entrance. View 2 shows the view from Elizabeth Street from the opposite side of the road and directly opposite the main entrance to the shopping centre.

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View 1



View 2

Figure 1. Photomontages

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1.2. Site details

The subject land is an irregular-shaped allotment of about 2.14 hectares located on the western side of Elizabeth Street, Urangan, at the intersection with Boat Harbour Drive. The land's formal description is Lot 1 on RP898435. The land accommodates a large shopping centre on the western half of the land and the associated car-parking on the eastern side. Access is from both Elizabeth Street and Boat Harbour Drive. The site has ground levels of 9 metres AHD and an obstacle limitation surface of 61 metres AHD.



Figure 2. Subject site and proposed facility location (monopole = yellow dot, cabinets = green dot)

The locality around the subject land is mixed, with the site located within the district centre zone, as well as land further west and to the north-east. Residential zoning and uses are located to the east and south and Council's works depot is located to the north, as well as the mobility corridor and the Hervey Bay Botanic Gardens. The surrounding zoning is shown below.

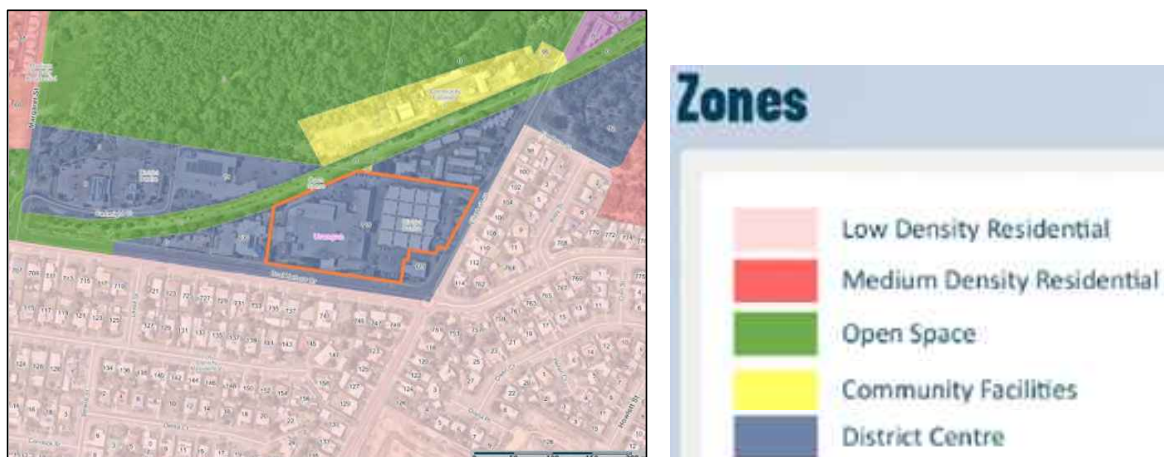
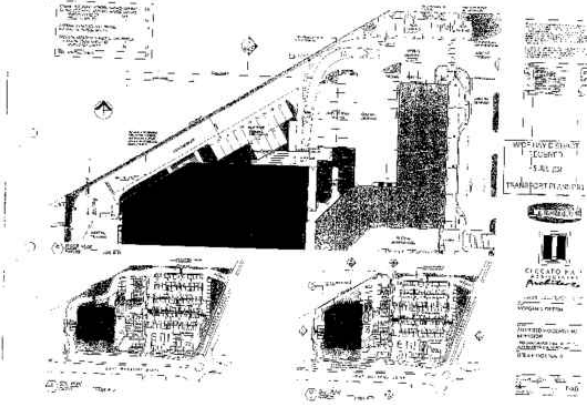


Figure 3. Subject site and zoning under Fraser Coast Planning Scheme 2024

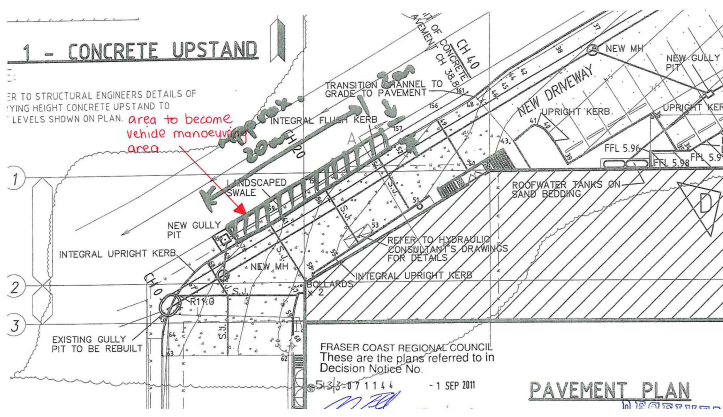
Refer Attachment 2 – Locality map.

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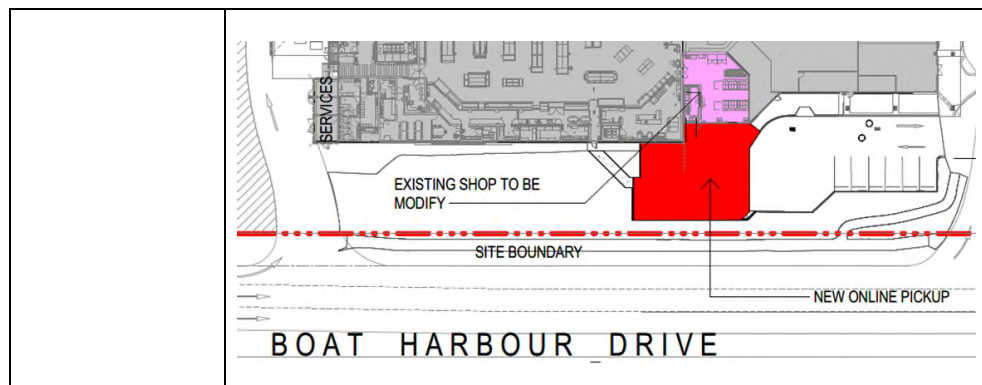
1.3. Previous approvals

Application number	Decision and date
901618/19	Rezoning approval from Residential A to Business, approved 2 February 1995. A Court order was issued on 27 April 1995 in respect of Planning and Environment Court Appeal 113 of 1995.
901618/19	Consent approval for a Shopping Centre, approved 2 May 1996. This was subject to Planning and Environment Court Appeal 113 of 1995 judgement dated 16 November 1995.
902093	Rezoning from Residential A to Business and Retail Complex and Subdivision of 1 into 2 lots, issued 29 May 1996. A change to an existing approval was issued in respect of this permit on 23 July 1998.
902338	Subdivision approval for 1 lot into 3 lots, issued 24 January 1997, which was subject to Planning and Environment Court Appeal 681 of 1997, with judgement being made on 16 July 1997.
513/3-071144	<p>Development permit for a material change of use for an extension to a shop, approved October 2007.</p> <p>The officer's report advises: <i>The proposal involves the construction of a 700m² extension to the north (rear) of an existing 2,487m² Shop, yielding a total gross floor area of 3,187m². The total gross floor area of the centre will therefore be increased from 4,280m² to 4,980m². Access to the extension is to be provided by a one-way circulation road via Boat Harbour Drive, with 18 additional car parking spaces provided and a modified service bay proposed.</i></p> <p><i>The proposal is to extend the existing Woolworths' supermarket to accommodate their current store format and product range (i.e. bakery, small goods and seafood deli, fresh produce market). The proposal also incorporates the construction of additional car parking spaces, modifications to the service vehicle loading/unloading arrangements and landscaping.</i></p> 
513/3-071144 (AS105070.01)	Change to development approval 513/3-071144 for a material change of use for an extension to shopping centre – Amendment to landscape plan, approved September 2008.

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	<p>The officer's report advises: <i>The applicant seeks to amend the endorsed landscape plan of approval in which a 2.0 metre landscape buffer was approved along the length of the northwest boundary adjacent to the loading dock of Woolworths.</i></p> <p><i>The 2.0 metre landscape buffer had previously been established however due to the inability of delivery trucks to manoeuvre appropriately without damaging the plants a proportion of the landscaping buffer was removed. To rectify further damage and facilitate manoeuvrability, the applicant seeks to omit the requirement for a landscape buffer adjacent to the loading dock for the length of 20.0 metres and extend the concrete driveway for a width of approximately 2.0 metres.</i></p> <p><i>To prevent vehicles from traversing the mobility corridor and damaging any future landscaping the applicant is also proposing to locate four (4) large rocks to suitable locations.</i></p> 
MCU21/0067	<p>Minor change to development approval 513/3-071144 for a material change of use for an extension to the existing shopping centre, approved July 2021.</p> <p>The officer's report advises: <i>The changes are associated with a proposed pick-up facility and associated internal tenancy storage areas for the Woolworths establishment.</i></p> <p><i>The changes involve the renovation of existing tenancies on the southern side of the centre to incorporate them into the Woolworths tenancy, which will be used as a pick-up/storage area of pre-order of goods. These changes do not result in an increase in the GFA. The pick-up area involves the removal of two (2) car parking spaces at the southern boundary of the lot, near the south-western entry to the centre, which are to be replaced with four (4) short-term car parks. Changes to the car parking regime also includes associated site works and landscaping to accommodate access and safety requirements, as well as site works for the relocation of infrastructure. The proposal also includes an awning over the four pick up bays, changes to signage and advertising devices.</i></p>

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The approved landscape plan under development approval 513/3-071144 shows the following landscaping within the areas of the proposed facility:

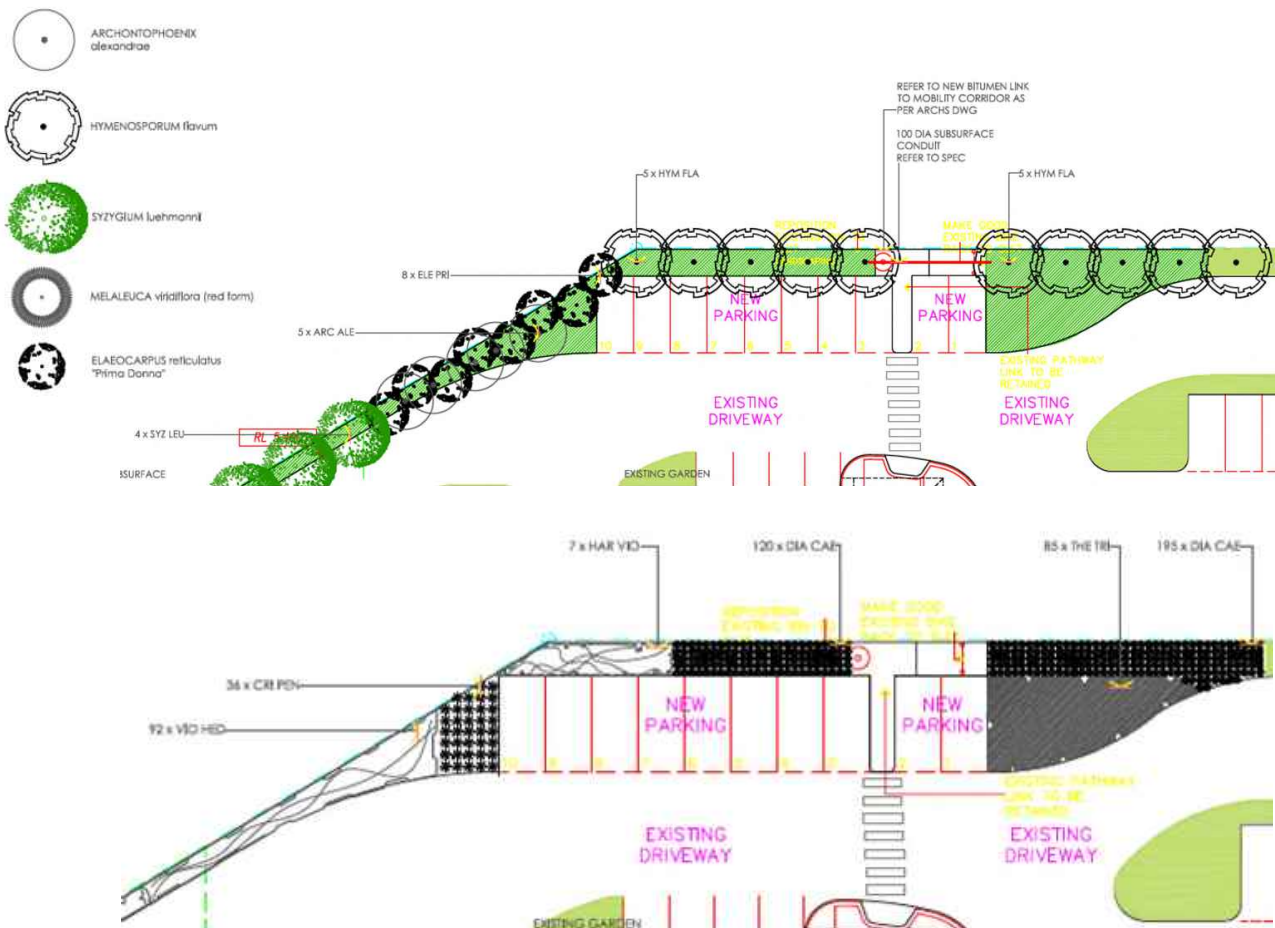


Figure 4. Extract of approved landscaping plans

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The following photos show these landscaped areas in their current state (January 2025):



Figure 5. Existing landscaping

2. ASSESSMENT

2.1. Framework for Assessment

Categorising Instruments for Statutory Assessment

For the *Planning Act 2016*, the following categorising instruments may contain assessment benchmarks applicable to development applications:

- the *Planning Regulation 2017*;
- the planning scheme for the local government area;
- any temporary local planning instrument; and
- any variation approval.

Of these, the planning instruments relevant to this application are discussed in this report. It is noted that Council has not adopted any temporary local planning instruments.

2.2. Assessment Benchmarks pertaining to the planning scheme

The applicable planning scheme for the application is the Fraser Coast Planning Scheme 2014 (version 11). The following sections relate to the provisions of the planning scheme.

Planning Scheme:	Fraser Coast Planning Scheme 2014 (version 11)
Strategic Framework Land Use Category:	Urban
Local Plan:	Not applicable
Zone:	District centre zone
Overlays:	OM-001-ASS-Area 1-Land at or below 5mAHD OM-001-ASS-Area 2-Land above 5m & below 20mAHD OM-003-Lighting Area Buffer 6km OM-003-Obstacle Limitation Surface Contour OM-003-Wildlife Hazard Buffer Zone OM-005-Bushfire hazard potential impact buffer OM-005-Bushfire prone area OM-005-Medium bushfire hazard area OM-008-Flood hazard area OM-010-Major road corridor buffer

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Assessment Benchmarks:	Telecommunications facility code Landscaping code Transport and parking code Works, services and infrastructure code District centre zone code Bushfire hazard overlay code Flood hazard overlay code Strategic framework
------------------------	--

2.2.1. Telecommunications facility code

Impacts to sensitive land uses

Performance outcome 1 of the Telecommunications facility code states the development is to be located on a site which minimises any adverse impacts on sensitive land uses, the amenity of the local area and community wellbeing, and is sited in a manner compatible with land uses adjacent to and in the general vicinity of the development site.

In this instance, the proposed facility is located within the District centre zone and has sited the monopole in particular to be as far away from residential uses as possible. The proposal is a type of facility commonly found at shopping centres and in commercial areas and is compatible with both the existing land uses and any likely future uses within the zone. The proposed facility is set behind the existing shopping centre building and well away from road frontages.

The proposed facility has minimised its impact on adjoining land uses, which are a bicycle track and Council depot to the north, with the monopole set well away and screened by large trees from the residential uses (although in the District Centre zone) to the east. The monopole is setback approximately 95 metres from the boundary of the adjoining day care facility and around 50 metres from adjoining residential uses to the north-east.

Notwithstanding separation distances, the facility meets the maximum cumulative EME level, being 1.54% of the public exposure limit. The submitted material therefore demonstrates that the social wellbeing and safety outcomes sought by the Telecommunications facility code can be met.

Visual amenity

The proposed facility has been located behind the shopping centre building and away from the road frontages to enable it to integrate into its townscape setting. The facility (monopole, headframe and antennas) can be painted to further reduce the impact. The applicant suggested *N53 Blue Grey* as an appropriate finish. The equipment cabinets are low-profile and finished in *Pale Eucalypt*. These colours are shown below:



Figure 6. Proposed paint colours

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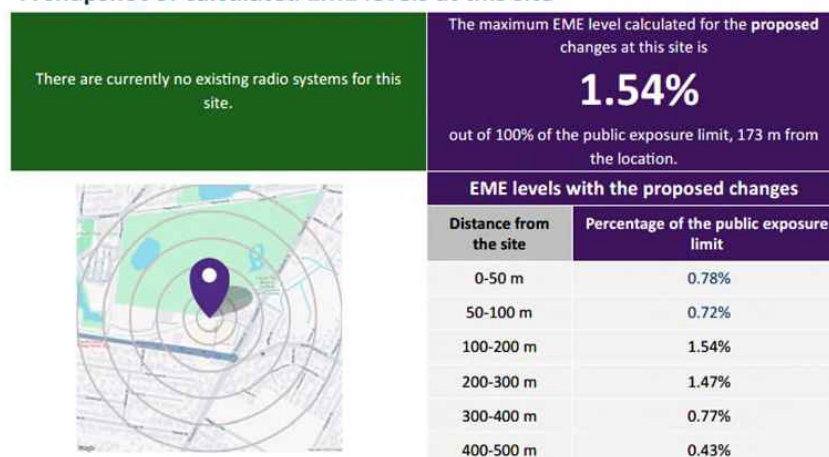
Acceptable outcome 3.1 of the code requires warning information signs and security fencing around the perimeter of the telecommunications facility site to prevent unauthorised entry. The applicant does not propose to fence the infrastructure as the equipment cabinets are locked and vandal-proof and the monopole cannot be climbed. Cabling is all underground. Mandatory warning signs will be posted as necessary. This is consistent with the outcomes sought by performance outcome 3: *'The telecommunications facility is secure, public health and safety is protected and potential damage from vandalism is minimised.'*

Electromagnetic radiation emissions

Acceptable outcome 3.2 of the code states electromagnetic radiation (EMR) emissions from the telecommunications facility must be in accordance with the maximum exposure levels as set in the *Radiation Protection Standard – Maximum Exposure Levels to Radiofrequency Fields – 3kHz to 300GHz* (Australian Radiation Protection and Nuclear Safety Agency (ARPANSA) 2003).

The proposed facility meets the public safety standard mandated by ARPANSA, which was last updated in 2021, and is confirmed by the following EME report:

A snapshot of calculated EME levels at this site



An in-depth look at calculated EME levels at this site

This table provides calculations of RF EME at different distances from the base station for emissions from existing equipment alone and for emissions from existing equipment and proposed equipment combined. All EME levels are relative to 1.5 m above ground and all distances from the site are in 360° circular bands.

Distance from the site	Existing configuration			Proposed configuration		
	Electric field (V/m)	Power density (mW/m ²)	Percentage of the public exposure limit	Electric field (V/m)	Power density (mW/m ²)	Percentage of the public exposure limit
0-50m				4.54	54.63	0.78%
50-100m				4.85	62.47	0.72%
100-200m				6.10	98.55	1.54%
200-300m				5.96	94.08	1.47%
300-400m				4.34	49.95	0.77%
400-500m				3.23	27.71	0.43%

Figure 7. Extract of EME report

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Refer Attachment 4 – Environmental EME Report

The tables of calculated EME levels in the report provide maximum levels of EME found at various distances from the base of the tower. Within each range of distances, the highest value is given regardless of direction. The values of EME are presented in 3 different units:

- Volts per metre (V/m) – the electric field component of the RF wave
- Milliwatts per square metre (mWm²) – the power density (or rate of flow of RF energy per units area)
- Percentage (%) of the ARPANSA Standard.

When expressed as a percentage, a value of 100% corresponds to the general public exposure limit. For example, a typical highest value of 1% means that the total EME level from all wireless network transmitters on the site, all operating at their maximum power, will be no more than one hundredth (1/100) of the limit set by the ARPANSA Standard for members of the public.

The submitted EME report identifies the highest calculated level of RF EME coming from the proposed facility is found at a distance of 173 metres from the base of the tower and 1.54% or 1.54/100 of the ARPANSA Standard exposure limit. The development therefore demonstrates compliance with acceptable outcome 3.2, with EMR emissions well below the maximum exposure levels set by ARPANSA.

Co-location opportunities

The applicant advises the proposed facility is designed for co-location in accordance with the requirements of performance outcome 5 of the code.

2.2.2. Landscaping code

The applicant advised small scale planting could be incorporated around the monopole and cabinets (provided they don't interfere with maintenance access or car park safety). It is recommended that suitable conditions be included requiring the provision of this small-scale landscaping.

In addition to this, the more significant vegetation in the area (particularly in the northern corner of the site and east along this boundary) will provide the most effective screening and/or backdrop to the facility, particularly the monopole.

2.2.3. Transport and parking code

The proposed facility is located at the edges of the rear car parking area and does not require the loss of any carparking, although there will be some restrictions during installation of the facility. Access to the facility is via the existing car park entrance on Elizabeth Street only. The applicant has advised maintenance visits are very infrequent and during normal operation there will be no impact on the car parking area.

2.2.4. Works, services and infrastructure code

All necessary infrastructure, services and utilities are available to accommodate establishment of the facility in accordance with the outcomes sought by this code, subject to conditions.

2.2.5. District centre zone code

While the development introduces an activity that is not necessarily anticipated by the district centre zone, the facility will be ancillary to the existing shopping centre and will not compromise

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the use of the land for commercial purposes. Furthermore, the facility will provide community infrastructure that will service the immediately surrounding residents.

2.2.6. Bushfire hazard overlay code

The site is mapped within the buffer area of an adjoining medium hazard bushfire area, being the Botanic Gardens.



Figure 8. Bushfire hazard overlay mapping

The proposed facility:

- Does not result in the intensification of development on the subject land;
- Is sited in an already developed area with ready access for fire-fighting purposes;
- Does not result in an increase of residents or employees;
- Does not involve the occupation of employees on site for any material amount of time
- Does not result in an increase to the bushfire threat.

Further, the proposed facility will improve communications during times of natural disaster, including the inclusion of back-up battery power should the power supply be cut.

The establishment of the proposed facility will not significantly increase risk or compromise the outcomes sought by the Bushfire hazard overlay code.

2.2.7. Flood hazard overlay code

The site is located within the Flood hazard overlay; however, the development will not be significantly impacted by, nor will it have significant impacts on such constraints owing to it involving minimal works on the ground.

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Figure 9. Flood hazard overlay mapping

It is also noted that the flood mapping for the site is expected to change under Council's draft temporary local planning instrument. See [section 2.7.1 \(Proposed Temporary Local Planning Instrument \(TLPI\) 01/24 Flood Hazard Area\)](#) of this report for details.

2.2.8. Strategic Framework

Settlement pattern theme

Element 6 (Incompatible land uses) of the Settlement pattern theme outlines that *'appropriate buffering and separation between incompatible land uses is provided to avoid or minimise land use conflicts and to protect the health, wellbeing, amenity and safety of the community.'*

In particular, the specific outcomes seek that:

- a. The interface between land uses is effectively managed to:-
 - i. protect sensitive uses from incompatible land uses; and
 - ii. maintain the long-term viability of existing land uses from encroachment by incompatible uses.
- b. New land uses which are incompatible with existing sensitive uses are located and managed to protect the health, wellbeing, amenity and safety of the community from the potential adverse impacts of air, noise and odour emissions and hazardous materials.

The proposed facility has minimised its impact on adjoining land uses, which are a bicycle track and Council depot to the north, with the monopole set well away and screened by large trees from the residential uses (although in the District Centre zone) to the east.

Notwithstanding separation distances, the facility meets the maximum cumulative EME level, being 1.54% of the public exposure limit. The submitted material therefore demonstrates that the social wellbeing and safety outcomes sought by the strategic framework can be met.

Infrastructure and services theme

Element 3 (Energy and telecommunication infrastructure) of the infrastructure and services theme confirms the planning scheme seeks to ensure the region is well-served by essential telecommunication infrastructure. Access to efficient, modern and high-quality telecommunications and information technology is to be provided to help connect the dispersed

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communities of the Fraser Coast and provide access for the region to State, National and Global economies.

The provision of high-speed internet and telecommunications is to be facilitated. Energy and telecommunication infrastructure is:-

- located and designed to ensure its safe operation;
- integrated in a manner which does not unduly impact on the landscape qualities of the area; and
- co-located wherever possible.

The proposed facility will provide new and improved Optus coverage to the shopping area, surrounding residential areas and transport thoroughfares.

The figure below was provided by the applicant and shows the location of the proposed facility and all nearby existing facilities:

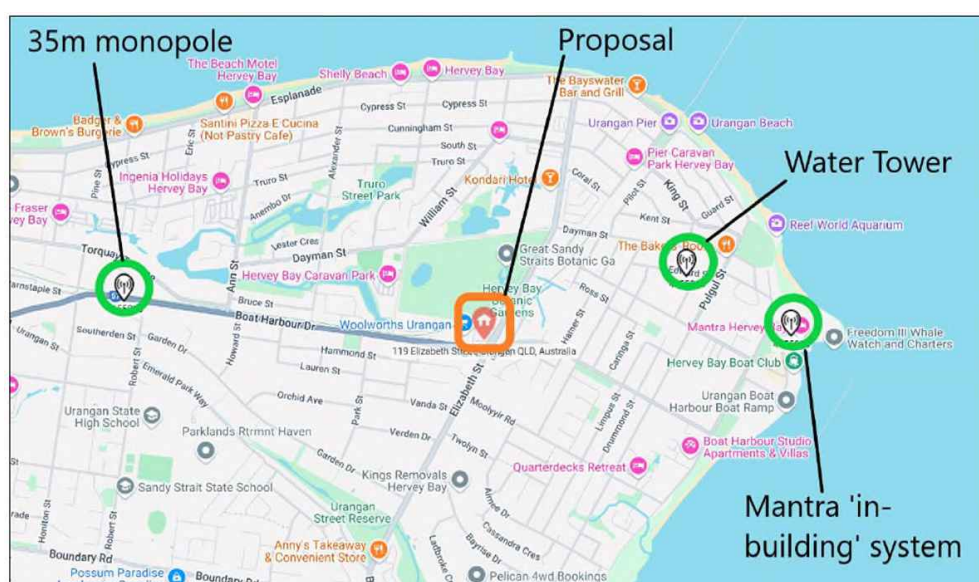


Figure 10. Proposed and existing facilities in the Hervey Bay area

The applicant advises there are only two similar facilities within the area shown, with the in-building system at the Mantra a low-powered antenna system only for use inside and immediately around the complex. As such, this existing facility does not provide wider coverage.

The other existing facilities are an existing 35m-tall monopole at 539 Boat Harbour Drive, Torquay (about 1.8km to the west) and another facility located on a water tower owned by Wide Bay Water at 21C Edward Street, Urangan (about 1.1km to the north-east). Optus is already located at both of these existing facilities, which service completely separate parts of the greater Hervey Bay area and do not provide any co-location or augmentation opportunities (particularly given Optus is already present at those locations). The existing facilities are too far away from the subject land to provide the necessary improvements sought, particularly in-building coverage improvements to both the shopping centre, the commercial/shopping area more generally and the surrounding residential area.

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As such, the applicant advises there is not only no opportunities for co-location to solve the issue identified and a new structure is required to achieve the improvements sought to Optus coverage in the area. Once the proposed structure is in place, it will also be suitable and available for co-location.

The proposed facility advances the intent of the Strategic framework provisions of the planning scheme.

2.3. Assessment Benchmarks pertaining to a Temporary local planning instrument

Not applicable. Council has not currently adopted any temporary local planning instruments (TLPI). Council's draft TLPI for the flood hazard area is addressed in [section 2.7.1 \(Proposed Temporary Local Planning Instrument \(TLPI\) 01/24 Flood Hazard Area\)](#) of this report.

2.4. Assessment Benchmarks pertaining to a Variation Approval

Not applicable. The site is not subject to any existing variation approvals.

2.5. Assessment Benchmarks pertaining to the Planning Regulation 2017

The *Planning Regulation 2017* (the Regulation) prescribes assessment benchmarks that the application must be carried out against, which are additional or alternative to the assessment benchmarks contained in Council's Planning Scheme. These assessment benchmarks may be contained within:

- The Wide Bay Burnett Regional Plan and Part E of the State Planning Policy, to the extent they are not appropriately integrated into the Planning Scheme; and
- Schedule 10 of the Regulation.

The following assessment benchmarks are applicable to this application:

- Dark Sky Code of the Wide Bay Burnett Regional Plan
- Natural hazards, risk and resilience assessment benchmarks from the State Planning Policy

2.5.1. Dark Sky Code of the Wide Bay Burnett Regional Plan (Regional Plan)

The Dark Sky Area Code provides an assessment benchmark to ensure development does not adversely impact on sea turtle and shorebird activity, including their breeding, feeding or resting activities. Under the *Planning Regulation*, this benchmark must be considered in the assessment of any development application.

The purpose of this code is to ensure that development in the Dark Sky Area does not adversely impact on sea turtle and shorebird activity. Specifically, this code seeks to ensure:

1. development avoids artificial lighting that is visible from the beach or the ocean
2. development avoids artificial lighting that contributes to sky glow within the Dark Sky Area

The development will not involve any significant lighting and will not adversely impact on sea turtle or shorebird activity.

2.5.2. Natural hazards, risk and resilience assessment benchmarks from the State Planning Policy (SPP)

The development requires assessment against the assessment benchmarks for Natural hazards, risk and resilience as these have not been integrated into the planning scheme.

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The development avoids natural hazard areas and will improve disaster management responses by providing improved telecommunications services. The development complies with the Natural hazards, risk and resilience assessment benchmarks from the SPP.

2.6. Other Assessment Matters to have regard to

In addition to the assessment benchmarks referred to above, the *Planning Regulation 2017* requires that assessment must be carried out having regard to:

- The Wide Bay Burnett Regional Plan, to the extent the regional plan is not identified in the planning scheme as being appropriately integrated in the planning scheme; and
- The State Planning Policy, to the extent the State Planning Policy is not identified in the planning scheme as being appropriately integrated in the planning scheme.

2.6.1. Wide Bay Burnett Regional Plan (Regional Plan)

Since the time the *Fraser Coast Planning Scheme* commenced in 2014, the [Wide Bay Burnett Regional Plan](#) came into effect in December 2023 and must be considered for development assessment to the extent the Regional Plan is inconsistent with the planning scheme. The proposal is consistent with the policy intent of the Regional Plan to expand the telecommunication footprint and provide the region with more reliable internet connectivity.

2.6.2. State Planning Policy (SPP)

Since the time the *Fraser Coast Planning Scheme* commenced in 2014, a new [State Planning Policy](#) came into effect on 3 July 2017 and must be considered for development assessment to the extent the SPP is inconsistent with the planning scheme. The proposal is consistent with the policy intent of the SPP and does not conflict with any of the identified state interests.

2.7. Assessment against any other relevant matters

In accordance with section 45 of the *Planning Act 2016*, an impact assessment may be carried out against, or having regard to, any other relevant matters, other than a person's personal circumstances, financial or otherwise. Examples of another relevant matter include:

- A planning need
- The current relevance of the assessment benchmarks in the light of changed circumstances
- Whether assessment benchmarks were based on material errors.

2.7.1. Proposed Temporary Local Planning Instrument (TLPI) 01/24 Flood Hazard Area

On Wednesday 24 July 2024, Council resolved to make a Temporary Local Planning Instrument – TLPI 01/24 Flood Hazard Area (TLPI). The TLPI will amend the flood hazard area extent mapping in the *Fraser Coast Planning Scheme 2014* and is currently with the State Government for review.

Council also resolved to make the flood studies available for information purposes – see [Fraser Coast Regional Council | Proposed Temporary Local Planning Instrument \(TLPI\) 01/24 Flood Hazard Area \(engagementhub.com.au\)](#).

The current flood levels for the site are expected to reduce under the proposed TLPI as shown below:

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Figure 11. Draft TLPI Flood hazard mapping

3. CONSULTATION

3.1. Internal Referrals

Development Engineering

Council's Development Engineers reviewed the proposal and recommended conditions for approval.

Open Space and Environment

Council's Open Space and Environment Department were consulted due to the proximity to the Botanic Gardens. The Department advised they have no concerns with the proposal.

3.2. Referral Agencies

The application was referred to the State Assessment and Referral Agency (SARA) due to the proximity of the site to the State-controlled Boat Harbour Drive in accordance with the *Planning Act 2016* and the *Planning Regulation 2017*. SARA imposed one condition on the development:

'Direct access is not permitted between the Maryborough-Hervey Bay Road (Boat Harbour Drive) and the lease areas for the telecommunication facility.'

Refer Attachment 5 – Referral Agency Response.

3.3. Third Party Referrals

Not applicable

3.4. Public Notification

The application was publicly notified in accordance with the requirements of the *Planning Act 2016*. 10 submissions were received, including one petition with 70 signatures. An additional petition was also received as a copy of correspondence addressed to the applicant and landowner.

The following table provides a summary and assessment of the issues raised by submitters.


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Issues	Comments
Electromagnetic energy (EME) and potential health effects	<p>The submitted EME report identifies the highest calculated level of RF EME coming from the proposed facility is found at a distance of 173 metres from the base of the tower and 1.54% or 1.54/100 of the ARPANSA Standard exposure limit.</p> <p>The applicant was requested to respond to these concerns and advised:</p> <p><i>The relevant public safety standard is robustly set and reviewed (most recently in 2020/21) and compliance with the standard is a mandatory requirement of carrier licencing conditions. All new base-stations must be independently certified as to their compliance and that certification must be publicly available (via www.rfnsa.com.au).</i></p> <p><i>As such, the industry relies on the responsible Federal agency to set the public safety standard for Australia, which in this case is the Australian Radiation Protection and Nuclear Safety Authority (ARPANSA). Neither Waveconn, Optus, nor any of the mobile carriers are involved in the setting of the safety standard.</i></p> <p><i>The proposed facility will be – and is required to be – fully compliant with the public safety standard (known as RPS S-1) at all times and at all distances from the facility. An EME report is attached showing the maximum EME levels for the facility will be around 1.54% of the public safety standard, or at least 60 times below. The EME report also shows the frequencies to be utilised at the facility, all of which the RPS S-1 standard applies.</i></p> <p><i>The RPS S-1 standard:</i></p> <ul style="list-style-type: none"> <i>• Protects all people of all ages, including children, the elderly and those with health issues, 24 hours a day, 7 days a week</i> <i>• Is very conservative and includes large reduction factors</i> <i>• Covers all RF EME frequencies including those used by 5G and future technologies</i> <i>• Was developed after a thorough review of all relevant scientific literature in conjunction with the International Commission on Non-Ionizing Radiation Protection (ICNIRP) and an extensive public consultation process.</i> <p><i>As such, the RPS S-1 standard adopts a conservative and precautionary approach and adequately protects the public and as such the location of the proposed facility to residential uses, hospitals, schools or any other land use is simply not relevant as the protection afforded by the standard does not rely on arbitrary separations.</i></p> <p><i>Further, the protection of the public is 24/7 – that is, the amount of time, whether large, small or constant – spent near the facility does not impact the safety provided by the standard.</i></p>

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	<p>ARPANSA has published a fact sheet titled “Developing ARPANSA’s Radiofrequency Safety Standard”, which is available at Developing ARPANSA’s Radiofrequency Safety Standard ARPANSA.</p> <p><i>The proposed facility will comply with RPS S-1 public safety standard, which is expertly set, reviewed and maintained.</i></p>
Interference with other devices, such as hearing aids and pacemakers	<p>A number of the submissions raised concerns about the potential for EME from the proposed facility to interfere with medical devices such as hearing aids and implanted devices such as pacemakers. The applicant was requested to respond to this matter and advised:</p> <p><i>With respect to hearing aids, there may be some susceptibility to interference when using a mobile phone or mobile device but the levels from the mobile phone tower (which is much further away) are so low that audible interference is not an issue. It is noted that many hearing aids now include features that allow them to be used as Bluetooth connections to mobile devices, helping to eliminate the risk of any interference.</i></p> <p><i>Metal objects in the human body will redistribute electromagnetic energy in the body whether it was from 1G or 5G or any other electromagnetic source. Guidance on this matter is given in the IEEE (Institute of Electrical and Electronics Engineers) safety standard C95.1 2019 (see sections B.2.2.4 and B7.8). The energy levels of 5G are very low and satisfy the safety limits as with any other electromagnetic energy source.</i></p> <p><i>With respect to electromagnetic interference with the operation of active implantable medical devices (such as implantable pacemakers, implantable defibrillators, implantable neurostimulators and infusion pumps, etc), it is noted that sufficiently high electromagnetic fields and/or modulations in the bandpass of these devices can interfere with their intended operation.</i></p> <p><i>While laboratory studies demonstrate that EMI effects are possible under test conditions, verified reports of significant EMI appear to be uncommon in practice. Recommendations from the United States (FDA CDRH [B1430], AGGIH [B3]), Canada (Health Canada [BH82], United Kingdom (MHRA [B1426]) and Japan (Ministry of Public Management, Home Affairs, Posts and Telecommunications [B694]) suggest keeping a minimal separation distance between mobile phones and implantable cardiac devices of between 15cm and 22cm, but they contain no specific restrictions and make no further recommendations and certainly not with respect to mobile phone towers.</i></p> <p><i>Any doubts about the susceptibility of such medical electronic devices should be referred back to the patient’s medical practitioner and/or device manufacturer, many of which have relevant information on their websites.</i></p>
Property devaluation	Property values are a subjective matter that cannot be considered as a planning ground in the assessment.
Alternate locations	Some submissions suggested the facility should be located elsewhere; however, there was no specific nomination of any particular location that might be more preferable.

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	<p>The applicant was requested to respond to this issue and advised:</p> <p><i>From a site selection perspective, the proposed facility is located in a district centre/commercial zone, at the rear of the allotment and well away from the residential zones to the south and east. It has been located to provide improved telecommunications services to the shopping centre and retail outlets along Boat Harbour Drive as well as to the wider area which contains residential, industrial and community uses.</i></p> <p><i>Having regard for the zoning in the surrounding area, shown in the extract below, the District Centre zone and the location selected on the subject land balance the need for the facility and the minimisation of visual impacts on the surrounding road network and residential area.</i></p>  <p><i>Any alternate location (assuming one exists) would still require a monopole of similar, if not identical, height and would be a similar distance from the residential zone, noting that the accommodation complex to the north of the shopping centre is also in the District Centre Zone.</i></p> <p><i>Importantly, it has also been sited having regard to the existing Optus facilities in Hervey Bay and placed in an area where it can provide the most benefit while minimising its impacts.</i></p> <p>This assessment has also demonstrated that this site forms a suitable location for the facility.</p>
Inadequate public consultation	<p>The application is impact assessable and was publicly notified in accordance with the <i>Planning Act 2016</i>. While public notification originally commenced incorrectly, the timeframe of notification was extended to extended to ensure the development was advertised correctly in accordance with legislative requirements.</p>

4. CONCLUSION

The application seeks a development approval to construct a new telecommunications facility in the form of a 30m tall monopole and ground-based equipment at the rear of the shopping centre at 119 Elizabeth Street, Urangan. The proposed facility will be utilised by Optus and will significantly improve the level of service to the surrounding community. The proposed facility is specifically designed to facilitate co-location.

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The assessment has determined that there is strong justification to approve the development. The siting on the subject land is set well back from road frontages and behind the existing building line. The location has no impact on the centre's car parking provisions or internal roadways and only a small amount of landscaping will need to be removed.

The overlays applicable to the subject land are either not relevant to the location selected or are not materially impacted by the proposal. The proposed facility shows a high level of consistency with the district centre zone code and compliance with the telecommunications facility code.

When assessing an impact assessable development application, Council must make a balanced decision and consider matters of public interest beyond only those contemplated in the assessment benchmarks. This facility will contribute to the essential services and infrastructure provided for the residents of Urangan and the surrounding region. The proposed telecommunications facility provides a response to the need for improved and enhanced telecommunication network coverage and capacity to meet the differing needs and future growth of the domestic and commercial sectors of the community.

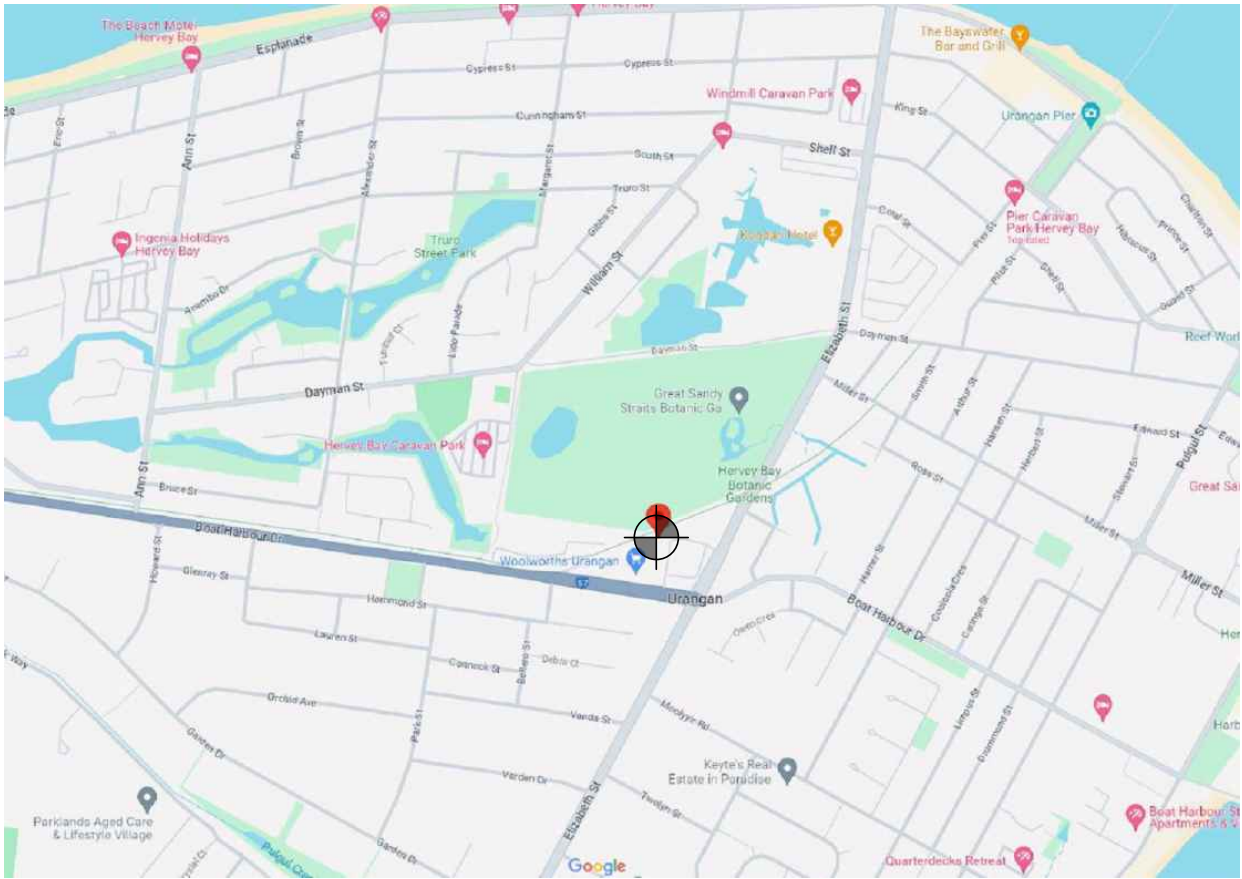
It is recommended that the application by Waveconn Operations Pty Ltd to develop land described as Lot 1 RP 898435 situated at 119 Elizabeth Street Urangan QLD 4655 for Material change of use for a Telecommunications facility should be approved generally as detailed in the submitted application material, subject to development conditions.

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DATE OF ISSUE		02.05.2024	25.10.2024	02.12.2024								
DRAWING PACKAGE VERSION		1	2	3								
GENERAL DRAWINGS												
AQ4655-006-P1	DRAFT SITE PLAN	A-1	B-2	C-1								
AQ4655-006-P2	DRAFT SITE SETOUT PLAN	A-1	B-2	C-1								
AQ4655-006-P3	DRAFT SITE ELEVATION	A-1	B-2	C-1								

Received by FCRC
MCU24/0085
04 December 2024



LOCALITY PLAN
NOT TO SCALE

URANGAN

URANGAN CENTRAL SHOPPING CENTRE
119 ELIZABETH STREET,
URANGAN,
QLD 4655
SITE ID: AQ4655-006



City West Office Park
Suite 3.02, Level 3, Building B
33-35 Saunders Street, Pyrmont, NSW 2009
www.waveconn.com

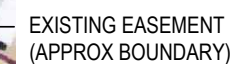
FOR APPROVAL

DRAWING No.
AQ4655-006 - 00

A3



— PROPOSED INSTALLATION
AND LEASE AREA (HATCHED)
AREA 'B'

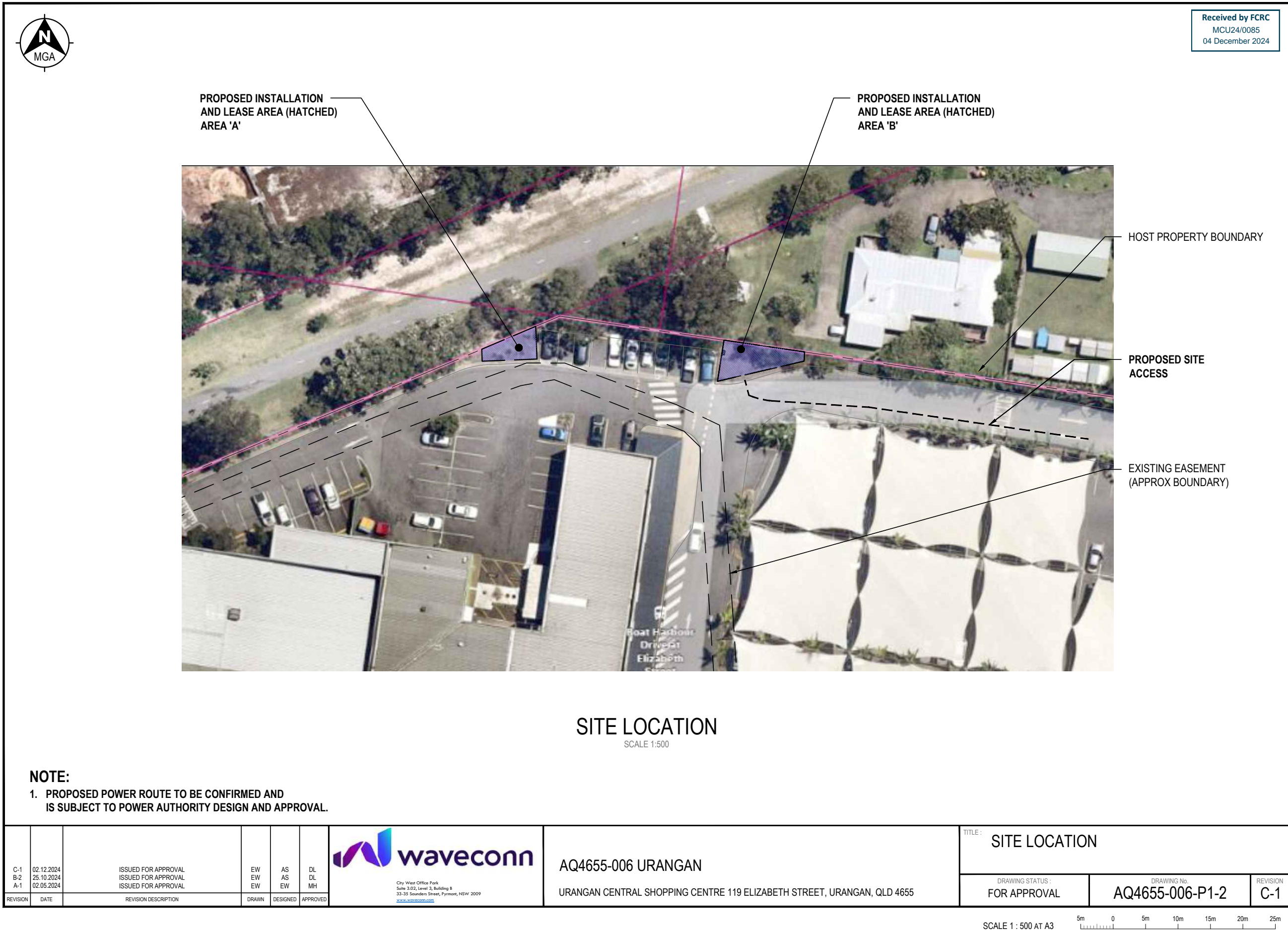


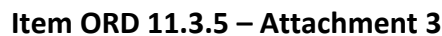
SCALE 1:1000

1. PROPOSED POWER ROUTE TO BE CONFIRMED AND IS SUBJECT TO POWER AUTHORITY DESIGN AND APPROVAL.

TITLE : DRAFT SITE PLAN	
DRAWING STATUS : FOR APPROVAL	DRAWING No. AQ4655-006-P1
	REVISION C-

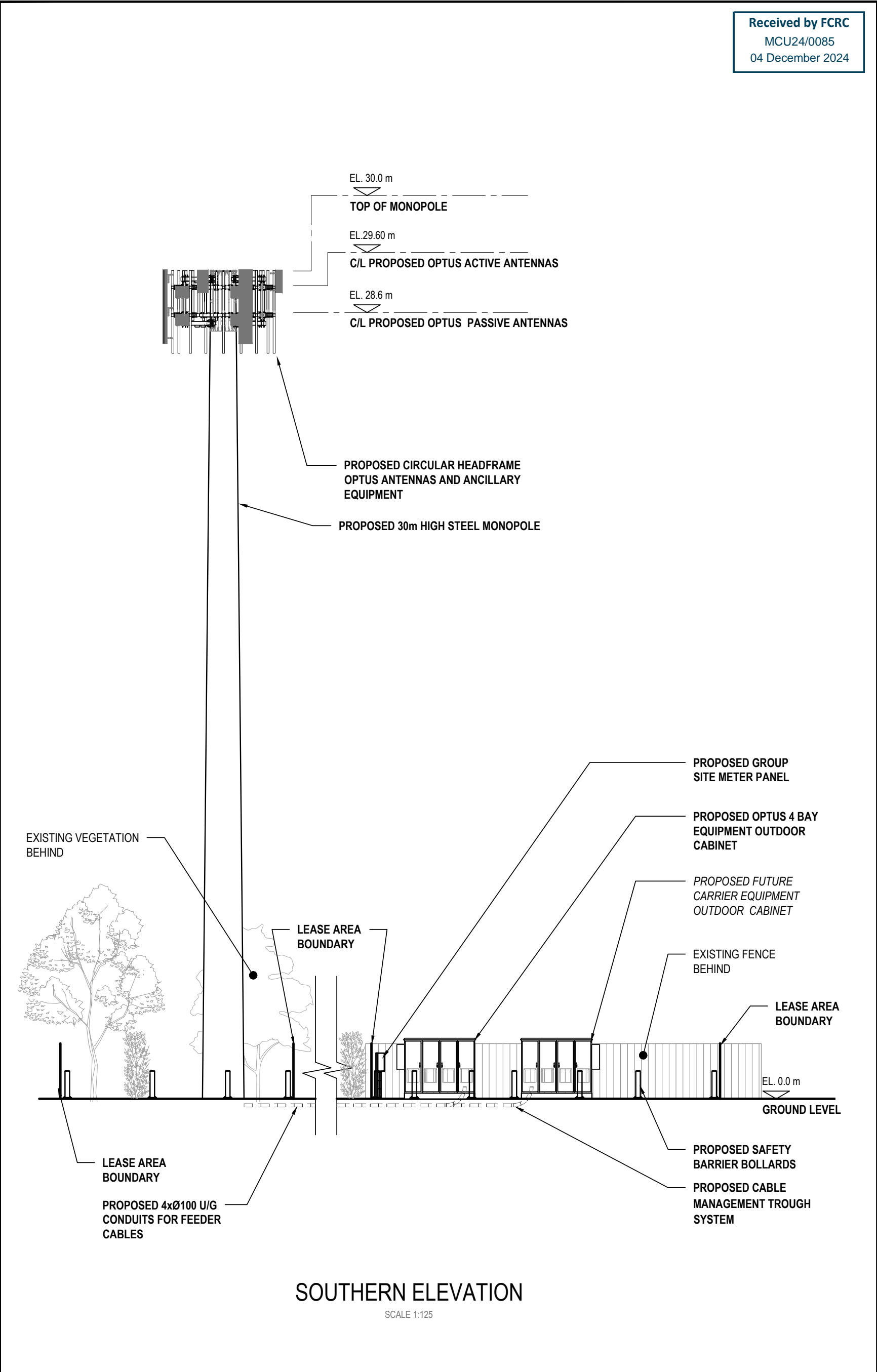
SCALE 1 : 1000 AT A3



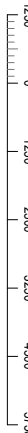


Received by FCRC
MCU24/0085
04 December 2024

REVISION	C-1	02.12.2024	ISSUED FOR APPROVAL ISSUED FOR APPROVAL ISSUED FOR APPROVAL	DRAWN EW EW EW	DESIGNED AS AS EW	APPROVED DL DL MH	<div> wavecomm</div> <div>City West Office Park Suite 3.02, Level 3, Building B 33-35 Sandhurst Street, Pyrmont, NSW 2009 info@wavecomm.com.au</div>	AQ4655-006 URANGAN URANGAN CENTRAL SHOPPING CENTRE 119 ELIZABETH STREET, URANGAN, QLD 4655	TITLE : DRAFT SITE ELEVATION	DRAWING STATUS : FOR APPROVAL	DRAWING No. AQ4655-006-P3	REVISION C-1



SCALE 1 : 125 AT A3



A3

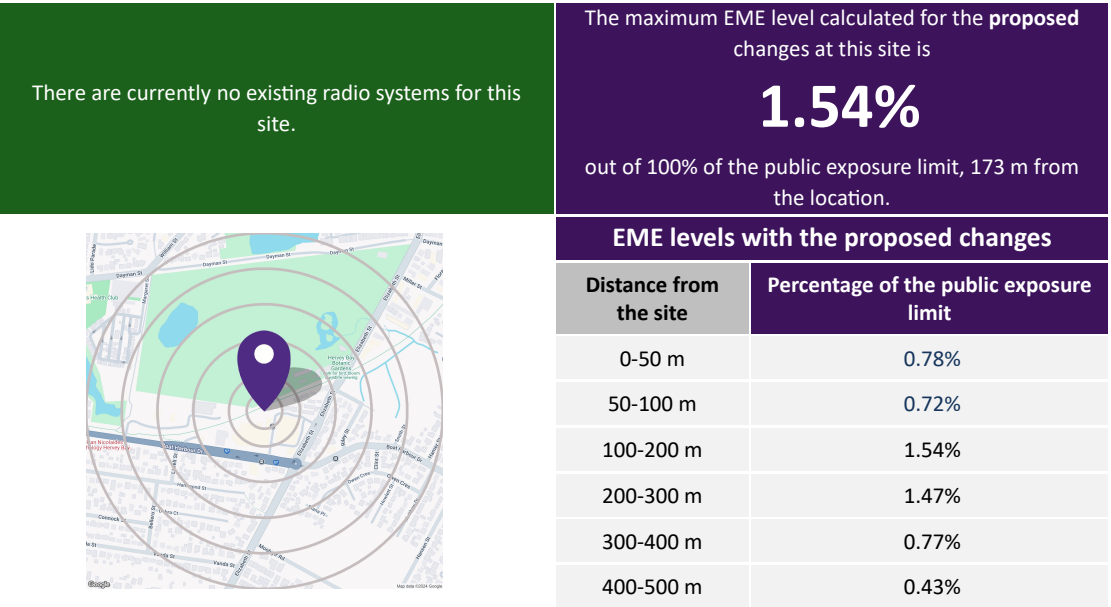
Environmental EME Report

Location	119 Elizabeth Street, URANGAN QLD 4655		
Date	29/10/2024	RFNSA No.	4655039

How does this report work?

This report provides a summary of levels of radiofrequency (RF) electromagnetic energy (EME) around the wireless base station at 119 Elizabeth Street, URANGAN QLD 4655. These levels have been calculated by WaveForm Global using methodology developed by the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA). A document describing how to interpret this report is available at ARPANSA’s website: [A Guide to the Environmental Report](#).

A snapshot of calculated EME levels at this site



For additional information please refer to the EME ARPANSA Report annexure for this site which can be found at <http://www.rfnsa.com.au/4655039>.

Radio systems at the site

This base station currently has equipment for transmitting the services listed under the existing configuration. The proposal would modify the base station to include all the services listed under the proposed configuration.

Carrier	Existing		Proposed	
	Systems	Configuration	Systems	Configuration
Optus			4G, 5G	NR/LTE700 (proposed), NR/LTE900 (proposed), LTE1800 (proposed), NR/LTE2100 (proposed), NR3500 (proposed)

An in-depth look at calculated EME levels at this site

This table provides calculations of RF EME at different distances from the base station for emissions from existing equipment alone and for emissions from existing equipment and proposed equipment combined. All EME levels are relative to 1.5 m above ground and all distances from the site are in 360° circular bands.

Distance from the site	Existing configuration			Proposed configuration		
	Electric field (V/m)	Power density (mW/m ²)	Percentage of the public exposure limit	Electric field (V/m)	Power density (mW/m ²)	Percentage of the public exposure limit
0-50m				4.54	54.63	0.78%
50-100m				4.85	62.47	0.72%
100-200m				6.10	98.55	1.54%
200-300m				5.96	94.08	1.47%
300-400m				4.34	49.95	0.77%
400-500m				3.23	27.71	0.43%

Calculated EME levels at other areas of interest

This table contains calculations of the maximum EME levels at selected areas of interest, identified through consultation requirements of the [Communications Alliance Ltd Deployment Code C564:2020](#) or other means. Calculations are performed over the indicated height range and include all existing and any proposed radio systems for this site.

Maximum cumulative EME level for the proposed configuration

Location	Height range	Electric field (V/m)	Power density (mW/m ²)	Percentage of the public exposure limit
Nearest Single Story Dwelling	0-3 m	4.87	62.91	0.68%

RA6-N



SARA reference: 2411-43390 SRA
Council reference: MCU24/0085
Applicant reference: AQ4655-006

16 December 2024

Chief Executive Officer
Fraser Coast Regional Council
PO Box 1943
HERVEY BAY QLD 4655
enquiry@frasercoast.qld.gov.au

Attention: Ms Stephanie Ellis

Dear Ms Ellis

**SARA referral agency response—119 Elizabeth Street,
Urangan**

(Referral agency response given under section 56 of the *Planning Act 2016*)

The development application described below was confirmed as properly referred by the State Assessment and Referral Agency (SARA) on 14 November 2024.

Response

Outcome:	Referral agency response – with conditions
Date of response:	16 December 2024
Conditions:	The conditions in Attachment 1 must be attached to any development approval
Advice:	Advice to the applicant is in Attachment 2
Reasons:	The reasons for the referral agency response are in Attachment 3

Development details

Description:	Development permit	Material change of use (MCU) for Telecommunications Facility
SARA role:	Referral agency	
SARA trigger:	Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 (10.9.4.2.4.1) – Material change of use within 25 metres of a state-controlled road and within 100 metres of a state-controlled road	

2411-43390 SRA

intersection (Planning Regulation 2017)

SARA reference: 2411-43390 SRA

Assessment manager: Fraser Coast Regional Council

Street address: 119 Elizabeth Street, Urangan

Real property description: Lot 1 on RP898435

Applicant name: Waveconn Operations Pty Ltd C/- SAQ Consulting Pty Ltd

Applicant contact details: PO Box 50
CLAYFIELD QLD 4011
mark@saqconsulting.com.au

Human Rights Act 2019
considerations: A consideration of the 23 fundamental human rights protected under the *Human Rights Act 2019* has been undertaken as part of this decision. It has been determined that this decision does not limit human rights.

Representations

An applicant may make representations to a concurrence agency, at any time before the application is decided, about changing a matter in the referral agency response (s.30 Development Assessment Rules). Copies of the relevant provisions are in **Attachment 4**.

A copy of this response has been sent to the applicant for their information.

For further information please contact Zinal Chand, A/Planning Officer, on (07) 3432 2410 or via email WBBSARA@dsdilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Luke Lankowski
Manager, Planning Services

cc Waveconn Operations C/- SAQ Consulting Pty Ltd, mark@saqconsulting.com.au

enc Attachment 1 - Referral agency conditions
Attachment 2 - Advice to the applicant
Attachment 3 - Reasons for referral agency response
Attachment 4 - Representations about a referral agency response provisions

Attachment 1—Referral agency conditions

(Under section 56(1)(b)(i) of the *Planning Act 2016* the following conditions must be attached to any development approval relating to this application)

No.	Conditions	Condition timing
Development Permit - Material Change of Use (MCU) – Warehouse		
Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1—The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of the Department of Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):		
1.	Direct access is not permitted between the Maryborough – Hervey Bay Road (Boat Harbour Drive) and the lease areas for the telecommunication facility.	At all times

Attachment 2—Advice to the applicant

General advice	
1.	Terms and phrases used in this document are defined in the <i>Planning Act 2016</i> , its regulation or the State Development Assessment Provisions (SDAP) (version 3.1). If a word remains undefined it has its ordinary meaning.

Attachment 3—Reasons for referral agency response

(Given under section 56(7) of the *Planning Act 2016*)

The reasons for the SARA's decision are:

The development is for a material change of use for a telecommunication facility. The proposed retention of the existing access point on the local road will not introduce new risks or congestion. As such, the development does not create a safety hazard for road users or compromise the safety and efficiency of state-controlled roads, transport infrastructure or road works.

The additional traffic generated by the development would be minimal and not significantly impact the state-controlled road (Boat Harbour Drive). As such, the development does not worsen the operating performance or physical condition of state-controlled roads and does not warrant additional infrastructure requirements.

The development complies with State code 1 of SDAP, subject to conditions, as it supports safe and efficient state-controlled road use.

Material used in the assessment of the application:

- the development application material and submitted plans
- *Planning Act 2016*
- Planning Regulation 2017
- the SDAP (version 3.1), as published by SARA
- the Development Assessment Rules
- SARA DA Mapping system
- section 58 of the *Human Rights Act 2019*

Attachment 4—Representations about a referral agency response provisions

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Development Assessment Rules—Representations about a referral agency response

The following provisions are those set out in sections 28 and 30 of the Development Assessment Rules¹ regarding **representations about a referral agency response**

Part 6: Changes to the application and referral agency responses

28 Concurrence agency changes its response or gives a late response

- 28.1. Despite part 2, a concurrence agency may, after its referral agency assessment period and any further period agreed ends, change its referral agency response or give a late referral agency response before the application is decided, subject to section 28.2 and 28.3.
- 28.2. A concurrence agency may change its referral agency response at any time before the application is decided if—
- (a) the change is in response to a change which the assessment manager is satisfied is a change under section 26.1; or
 - (b) the Minister has given the concurrence agency a direction under section 99 of the Act; or
 - (c) the applicant has given written agreement to the change to the referral agency response.²
- 28.3. A concurrence agency may give a late referral agency response before the application is decided, if the applicant has given written agreement to the late referral agency response.
- 28.4. If a concurrence agency proposes to change its referral agency response under section 28.2(a), the concurrence agency must—
- (a) give notice of its intention to change its referral agency response to the assessment manager and a copy to the applicant within 5 days of receiving notice of the change under section 25.1; and
 - (b) the concurrence agency has 10 days from the day of giving notice under paragraph (a), or a further period agreed between the applicant and the concurrence agency, to give an amended referral agency response to the assessment manager and a copy to the applicant.

¹ Pursuant to Section 68 of the *Planning Act 2016*

² In the instance an applicant has made representations to the concurrence agency under section 30, and the concurrence agency agrees to make the change included in the representations, section 28.2(c) is taken to have been satisfied.

Part 7: Miscellaneous

30 Representations about a referral agency response

- 30.1. An applicant may make representations to a concurrence agency at any time before the application is decided, about changing a matter in the referral agency response.³

³ An applicant may elect, under section 32, to stop the assessment manager's decision period in which to take this action. If a concurrence agency wishes to amend their response in relation to representations made under this section, they must do so in accordance with section 28.

FRASER COAST REGIONAL COUNCIL
ORDINARY MEETING NO. 2/25

WEDNESDAY, 26 FEBRUARY 2025

SUBJECT:	REQUEST FOR A REPORT THAT CONSIDERS REDUCING THE SPEED LIMIT ALONG THE ESPLANADE
DIRECTORATE:	INFRASTRUCTURE SERVICES
RESPONSIBLE OFFICER:	DIRECTOR INFRASTRUCTURE SERVICES, Davendra Naidu
AUTHOR:	PRINCIPAL ENGINEER ROADS, Damion Beety
LINK TO CORPORATE PLAN:	Connected, Inclusive Communities and Spaces. Shape the region's natural and built environment to enhance the liveability of our communities and regional lifestyle.

1. PURPOSE

The purpose of this report is to provide information on reducing the speed limit on sections of the Esplanade in Hervey Bay.

2. EXECUTIVE SUMMARY

The Hervey Bay Esplanade is a key attractor and provides access to our iconic foreshore area. It currently consists of a number of different posted speed limits over its length, and it is essential that Council provides a consistent and safe environment particularly for vulnerable road users.

Various reports have been presented to Council previously in relation to the reduction of speed limits on the Esplanade over time. This report recommends several speed limit changes that can be implemented in the short term, while other changes will require careful design and supporting infrastructure to provide a low-speed environment before they are implemented.

3. OFFICER'S RECOMMENDATION

That Council:

1. Endorse the reduction of speed limits on the Esplanade as per **Attachment 1** for presentation to the Speed Management Committee.
2. Acknowledge that further speed reductions be considered when supporting infrastructure is provided in parallel to assist in promoting lower speed limits.

4. BACKGROUND & PREVIOUS COUNCIL CONSIDERATION

At Ordinary Meeting No. 8/24 held on Wednesday 28 August 2024, Council resolved as follows:

ORD 12.1 Request for a report that considers reducing the speed limit along the Hervey Bay Esplanade

RESOLUTION (Zane O'Keefe/Paul Truscott)

That Council be provided with a report that considers reducing the speed limit to 40km/hr along the Hervey Bay Esplanade, or sections of the Esplanade between Beach Road and Pier Street.

Carried (9/1)

Current Status

The extent of Esplanade being reviewed for this report is approximately 12.3km in length and commences at Gatakers Bay through to the Urangan Pier. It provides access to the foreshore, commercial precincts, residences, parks and recreational areas, active travel routes, events spaces and tourist destinations. Most of the Esplanade is 50km/hr however, there are isolated sections with 40km/hr and 60km/hr speed limits. Refer to **Figure 1** for the current speed zones in place on the Esplanade.

Figure 1 – Current Speed Limits

**Previous Reports**

There have been a number of reports that have been presented to Council to consider speed limits along various sections of the Esplanade.

In 2013 consideration of converting the section of the Esplanade from Elizabeth Street to the Urangan Pier and Pier Street to Hibiscus Street into one-way with a lower speed limit was proposed, it was recommended that the road remain two-way and no change to the speed limit at that time.

In 2017 Council undertook a *Have Your Say* survey on reducing the Esplanade Speed Limits to 40km/hr for the commercial precincts of Scarness, Torquay and Urangan. The results of the survey were 70% (409) respondents were against lowering the speed limit through these areas.

The Esplanade Master Plan Guideline has identified as a key principle – connectivity, with the aim to ultimately reduce the speed limit to 40km/hr for the majority for the Esplanade; this is in line with Safe Systems principles to protect our most vulnerable road users. Further concept planning has recently been undertaken for the Point Vernon section, from Gatakers Bay to the Beach Road roundabout. The outcome of this report has recommended that changes to the speed limit be undertaken in parallel with appropriate infrastructure to control vehicular speeds.

Council's Ordinary Meeting 6/23 (Item Ord 11.4.1) requested consideration to provide a safety assessment and prioritise a list of pedestrian crossings in the Esplanade in the 2024/25 budget. Infrastructure Services has completed this brief to undertake concepts designs for several new raised pedestrian crossings in Scarness, Torquay and Urangan and these are anticipated to be completed before the end of the 2024/2025 financial year.

Speed Limit Setting Process

Currently the default Queensland speed limit for urban environments is 50km/hr. To adopt a speed limit lower than 50km/hr must be justified with supporting information. Recent years has seen a shift towards the Safe Systems principals and adoption of lower speed limits on roads to encourage pedestrian and cycle movement.

The process to change a speed limit requires a speed limit review to be undertaken and the outcome is then presented to the Speed Management Committee for review and endorsement.

It should be noted that in many cases it is necessary to provide supporting infrastructure to promote the posted speed limit for it to be effective. Supporting infrastructure may include traffic calming devices like road narrowing at key intersections, roundabouts, raised intersections, wombat crossings for pedestrian and delineation. Each treatment requires considered design before being implemented.

For example, Safe Systems recommends pedestrian crossing devices that reduce vehicle speeds to no greater than 30km/hr to reduce the risk of death and serious injury in the event of a vehicle colliding with a pedestrian.

It should be noted that in the built-up commercial precincts of Scarness, Torquay and Urangan, the existing traffic congestion and on-street parking provides for lower speed environment.

Crash History

A key component for the setting of speed limits is to review the crash history for a segment of road. A review of crashes for the 5-year period to 30 June 2024 has determined that there was a total of 40 reported crashes over the 12.3km section of the Esplanade being reviewed. A summary of the crash injury severity is provided in **Table 1**.

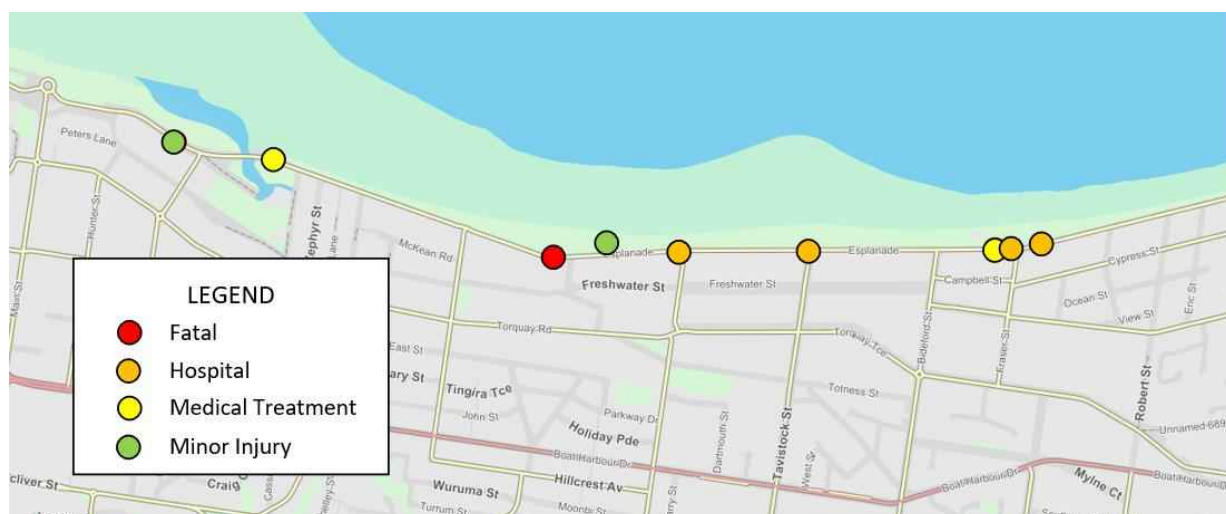
Table 1 – Esplanade Summary of Crash Injury Type Total and Pedestrian

Crash Injury Type	Total		Pedestrian	
	Number	Percentage	Number	Percentage
Fatal	1	2.5%	1	11%
Hospitalisation	26	65%	4	45%
Medical Treatment	10	22%	2	22%
Minor injury	5	13%	2	22%

The most concerning statistic is the number of pedestrian crashes (9) that have occurred during this period and provides justification to reduce the speed limits for the high pedestrian commercial precinct zones in the short-term.

Figure 2 provides a map of all the reported pedestrian crashes that have occurred in the 5-year period to 30 June 2024. Of note, many of these have occurred at or near existing crossing locations and will be the subject of a separate road safety audit (RSA) of all the crossings on the Esplanade.

Figure 2. Pedestrian Crash locations.



* Each dot represents one pedestrian crash.

Speed Limit Changes

Given the above, the sections of the Esplanade listed in **Table 2** should be considered for traffic speed changes.

Table 2 – Proposed Speed Limit Changes

No.	Esplanade From : To	Current Speed Limit	Proposed Speed Limit
1	Beach Road to Corfield Street (Point Vernon)	60km/hr	50km/hr
2	Hervey St (Scarness Entry Statement) to Fraser Street (Scarness and Torquay)	50km/hr	40km/hr
3	Elizabeth Street to Pier Street and Pier Street from Esplanade to King Street (Urangan)	50km/hr	40km/hr

The location of the speed changes are reflected in **Figure 3**.

Further details of the proposed signage changes for each of the proposed speed zones in provided in **Attachment 1** (Esplanade Speed Zone Signage Plan Jan 2025 EDOCS#5145489).

In the future, further speed limit reductions will be considered as the construction of supporting infrastructure is implemented with the aim to reduce the speed limit on the Esplanade from Beach Road through to Pier Street to 40km/hr. This outcome aligns with the initiatives in the Preliminary Hervey Esplanade Masterplan.

Figure 3 – Proposed Speed Limit Changes



5. PROPOSAL

It is proposed that the following sections be considered for immediate speed limit reduction on the Esplanade:

1. Beach Road to Corfield Street – reduction from 60km/hr to 50km/hr
2. Hervey Street to Fraser Street - reduction from 50km/hr to 40km/hr
3. Elizabeth Street to Pier Street and Pier Street to King Street from 50km/hr to 40km/hr

Refer to **Attachment 1** for the proposed traffic signage plans for these areas.

It is also proposed to consider 40km/hr for the Esplanade from Pialba to Urangan when appropriate speed reducing infrastructure is installed. These projects are still to be identified for possible inclusion in the 10 Year Capital Works Program.

6. FINANCIAL & RESOURCE IMPLICATIONS

The cost to install new speed limit signage as per Attachment 1 can be undertaken within the current Operational budget.

There are currently no projects within the 10 Year Capital Works Program to provide additional infrastructure works to support the 40km/hr speed zones along the Esplanade. This will be subject to a future report to Council.

7. POLICY & LEGAL IMPLICATIONS

Local Government Act prescribes powers to Council as the Road Manager for the Local Government Area.

Transport Operations (Road Use Management) Act 1995 is used for the setting of speed limits on Queensland Roads.

8. RISK IMPLICATIONS

The proposed speed reduction may result in some non-compliance and the matter may have to be referred to Queensland Police Service for enforcement action.

9. CRITICAL DATES & IMPLEMENTATION

Nil

10. CONSULTATION

Internal consultation was undertaken within Infrastructure Services and Open Space and Environment.

11. CONCLUSION

The lowering of speed limits along the Esplanade will provide a consistent and safe environment for pedestrians and other vulnerable road users.

12. ATTACHMENTS

1. Attachment 1 - Esplanade Speed Zone Signage Plan - Jan 2025 EDOCS#5145489 [↓](#)

Figure 1 Ultimate Speed Limit - 40km/hr for Esplanade exclude 50km/hr section of Point Vernon



Figure 2 Speed Limit Signage Plan for new 50km/hr section Point Vernon

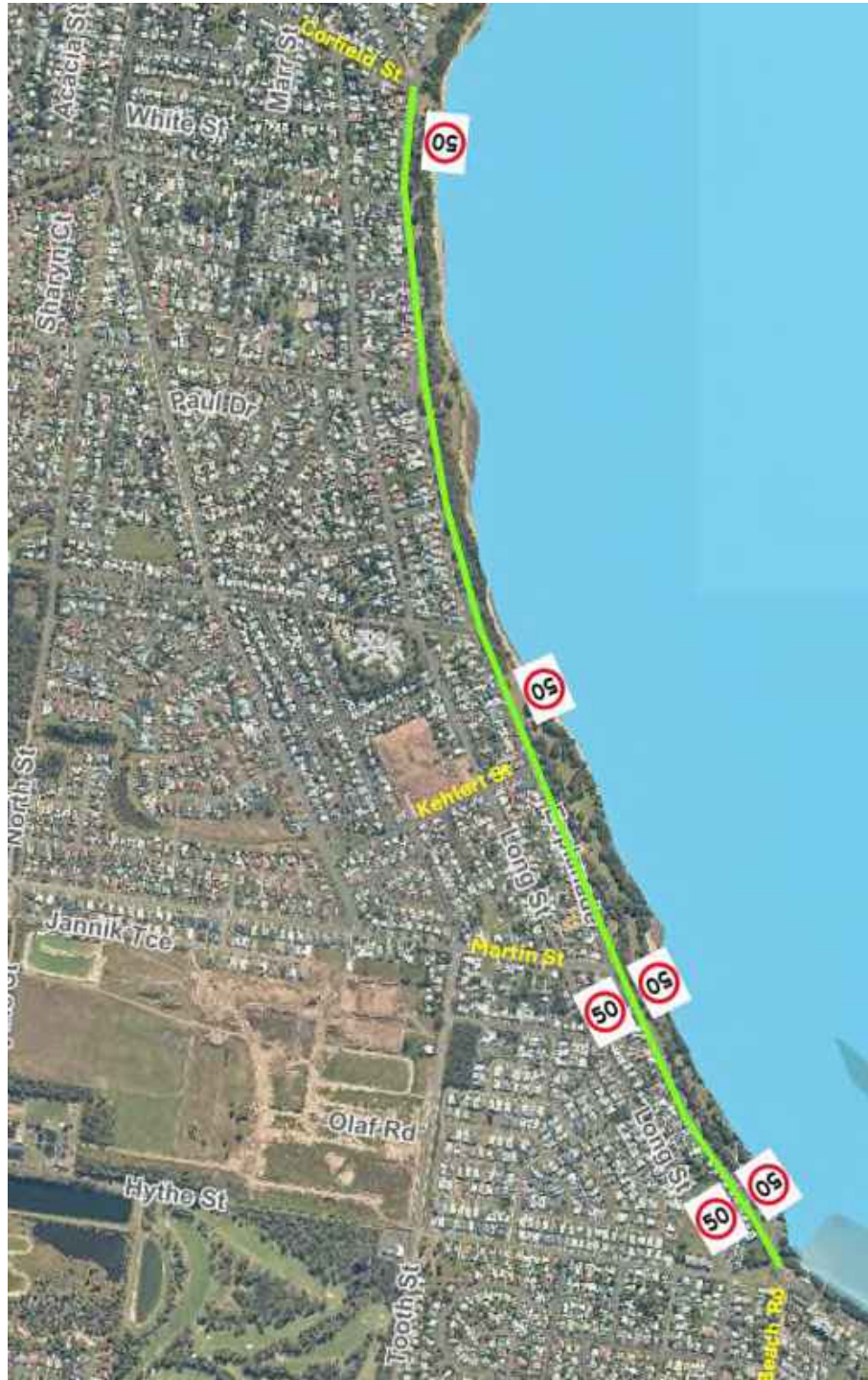


Figure 3 – Area 40km/hr Speed Limit Signage for Scarness and Torquay (1 of 2)



Figure 4 – Area 40km/hr Speed Limit Signage for Scarness and Torquay (2 of 2)



Figure 5 – Area 40km/hr Speed Limit Signage for Urangan



FRASER COAST REGIONAL COUNCIL
ORDINARY MEETING NO. 2/25

WEDNESDAY, 26 FEBRUARY 2025

SUBJECT:	AMEND POLICY - TOURIST AND COMMUNITY FACILITY (FINGERBOARD) SIGN POLICY
DIRECTORATE:	INFRASTRUCTURE SERVICES
RESPONSIBLE OFFICER:	DIRECTOR INFRASTRUCTURE SERVICES, Davendra Naidu
AUTHOR:	PRINCIPAL ENGINEER ROADS, Damion Beety
LINK TO CORPORATE PLAN:	Focused Service Delivery Focus on service delivery to promote a positive customer experience.

1. PURPOSE

The purpose of this report is to seek Council's endorsement and renaming of the amended Service and Community Facility Signs Policy to Tourist and Community Facility (Fingerboard) Sign Policy following a scheduled review.

2. EXECUTIVE SUMMARY

This report is put forward to seek Council's endorsement of the changes recommended, including a name change to the Service and Community Facility Signs Policy to reflect its tourist and community application. The policy has been converted to the new format for Council policies and renamed to align with Queensland Transport and Main Roads naming convention.

The current version of this policy includes the application form and eligibility criteria. These are now separate documents to the amended policy document.

3. OFFICER'S RECOMMENDATION

That Council adopt the Tourist and Community Facility (Fingerboard) Sign Policy. (Docs#5049157) included as **Attachment 1**.

4. BACKGROUND & PREVIOUS COUNCIL CONSIDERATION

The current Services and Community Facility Signs Policy was adopted by Council in September 2020. The current policy is provided as **Attachment 2** (EDOCS#3989815-v1 Current Service and Community Facility Signs Policy).

Tourist and community facility fingerboard signs are used extensively across Queensland to assist road users navigate to desired locations. Fingerboard signs are applicable to a range of facilities including government, educational, sporting, clubs, shopping centres, corner stores, tourist attractions, and places of temporary accommodation such as B&B and caravan parks.

Queensland Transport and Main Roads (TMR) has developed specific criteria for assessing eligibility for facilities requesting fingerboard signs on the State Road Network. For consistency Council has adopted the same TMR criteria for assessing eligibility on the local road network. Signage standards and location requirements are detailed in specification documentation such as *Australian Standard 1742.5. Manual of uniform traffic control devices – Street name and community facility name signs*.

Council traditionally charges fees for organisations applying for fingerboard signs, with a fee waiver or reduction available for not-for-profit organisations.

In order to streamline the policy, it was determined that the application form be removed, this also means that any minor administrative changes to the form can be undertaken without the need for Council resolution.

Details of the amendments to the current policy are provided in **Attachment 3** (EDOCS#5052364-v1 Tourist and Community (Fingerboard) Sign Policy - Track Changes).

Additionally, a summary of the eligibility criteria has been included as an attachment to the amended policy for information to applicants.

Detail of the eligibility criteria is provided in **Attachment 4** (EDOCS#5092033-v1 Guidelines for the Community Facility and Tourist (Fingerboard) Signs).

5. PROPOSAL

It is proposed that the Services and Community Facility Signs Policy be renamed to the Tourist and Community Facility (Fingerboard) Sign Policy with amendments for Council adoption.

6. FINANCIAL & RESOURCE IMPLICATIONS

Council's Fees and Charges Schedule currently includes the following fees. The annual licence fee for sign maintenance has not been charged for several years and will be removed from the next edition of the Fees and Charges Schedule.

Name	Unit	Year 24/25 Fee
Fee applicable for assessment & installation	Per Sign	\$ 523.00
Installation fee (non-standard sign)		Cost +10%
Annual licence fee (fee is applicable for the financial year July - June)		\$ 74.00
Replacement fee		Cost +10%

7. POLICY & LEGAL IMPLICATIONS

This policy remains consistent with the requirements of the *Local Government Act 2009* and *Local Government Regulation 2012*

8. RISK IMPLICATIONS

There is no change to the current risk profile associated with this policy.

The current policy and complying documentation limit the number of signs per intersection to minimise distraction to road users.

Not-for-profit organisations are able to apply for a fee waiver under Council's Fees and Waiver or Reduction Policy which may impact operational budgets.

The current and amended policy states that no more than two (2) signs per facility will be approved on the local road network, and no more than three (3) signs at any intersection. Currently there are several facilities including Council facilities which breach this requirement. If this restriction is enforced reputational damage to Council could occur.

9. CRITICAL DATES & IMPLEMENTATION

The current policy is in operation and will continue until superseded by this amended policy.

10. CONSULTATION


Consultation has occurred within Infrastructure Services, particularly with staff involved in day-to-day activities associated with approving requests for signs and installing signage.

11. CONCLUSION

The Tourist and Community Facility (Fingerboard) Sign Policy (formerly the Service and Community Facility Signage Policy) has been developed to provide a consistent, fair and regulatory compliant approach to the assessment, approval and installation of tourist and facility fingerboard signs for the benefit of road users and appropriate facilities.

12. ATTACHMENTS

1. EDOCS#5049157-v1 Tourist and Community (Fingerboard) Sign Policy - DRAFT [↓](#)
2. EDOCS#3989815-v1 Current Service and Community Facility Signs Policy [↓](#)
3. EDOCS#5052364-v1 Tourist and Community (Fingerboard) Sign Policy - Track Changes [↓](#)
4. EDOCS#5092033-v1 Guidelines for the Community Facility and Tourist (Fingerboard) Signs [↓](#)

	COUNCIL POLICY	
	Tourist and Community Facility (Fingerboard) Sign Policy	
	Policy Number	CP063
	Directorate	Infrastructure Services
	Owner	Ken Diehm, Chief Executive Officer
	Last Approved	
	Review Due	

1. PURPOSE

This policy details Fraser Coast Regional Council's (FCRC) position regarding assessment, approval and management of tourist and community facility signs, commonly called fingerboard signs.

2. SCOPE

This policy applies to the Council controlled road network within the FCRC boundary, and typically where the speed environment is 60 km/h or less.

3. HEAD OF POWER

Local Government Act 2009, Section 60

4. DEFINITIONS

To assist in the interpretation of this Policy, the following definition(s) apply:

“Community Facility Signs” are:

- a) Signs identified by their fingerboard shape, which includes a chevron pointing horizontally to the facility with white writing on a blue background.
 - Typical community facilities are generally not-for-profit and include:
 - i. Churches and religious institutions
 - ii. Hospitals
 - iii. Post Offices
 - iv. Sporting and Recreation grounds and facilities
 - v. Clubs (RSL, Boat Club, etc)
 - Community facility signs may also be considered appropriate for facilities of a commercial nature such as:
 - i. Caravan parks & camping sites, B&B, Farm Stay, Backpacker, etc
 - ii. Shopping centres

“Tourist Facility Signs” are:

- a) Signs identified by their fingerboard shape, which includes a chevron pointing horizontally to the facility with white writing on a brown background.
 - Typical tourist facilities appropriate for this type of sign include a:
 - i. Zoo
 - ii. Theme Park, Water Park, etc



Figure 1 – Example of a blue community facility and brown tourist fingerboard sign

5. POLICY STATEMENT

To ensure that tourist and community facility fingerboard signs are managed to provide consistency to the travelling public, reduce signage proliferation and ensure the equity of provision of this type of signage, it is necessary to establish eligibility criteria and limit the types of tourist or community facilities that will be approved for installation.

5.1 Eligibility Criteria:

- 5.1.1 *Community Facilities (Not-for-profit)* - Council has adopted the eligibility criteria in the Queensland Department of Transport and Main Roads – Guidelines, Tourist and Services Signs, March 2023 (Guidelines), Section 6.3.5 and table 6.3.5 Specific criteria for community service signs (see attachment A).
- 5.1.2 *Community Facilities (Commercial)* – Council has adopted the eligibility criteria in the Guidelines, Section 6.3 criteria for consideration of accommodation including, caravan parks, camping sites, backpacker, bed and breakfast, farm stays, and self-contained accommodation (see attachment B).
- 5.1.3 *Tourist Facilities* – Council has adopted the eligibility criteria in the Guidelines, Section 5.2 for tourist signs (see attachment C).

5.2 Number of Signs Permitted:

- 5.2.1 Council allows two fingerboard signs for each facility, and a maximum of three fingerboard signs per location (intersection).

5.3 Management, Cost and Application Process for Signs

- 5.3.1 *Management of Signs* – Council shall be responsible for approval, design, procurement, installation, maintenance and removal of signs under this policy.
- 5.3.2 *Cost of Signs* – Except where a fee and charge waiver or reduction is granted by Council, payment of a prescribed fee is required. A fee shall also be charged for non-standard signs and replacement of signs as required. There are no ongoing maintenance fees or charges. See Schedule of Fees and Charges on Council's website for the latest fees.

5.3.3 *Application Process*

- Obtain and complete the “Application for Tourist and Community Fingerboard Sign” from Council’s webpage and return the form to Council with the appropriate fee(s).
- If applying for an exemption of fees, tick the exemption request box on the application form and return the completed form to Council for consideration. See Councils “Fees and Charges Waiver or Reduction Policy” for entities that will be considered for fee exemption.
- Once the application is considered by Council, contact will be made with the applicant to discuss the outcome of the application.
 - If the application is approved and fees are paid or the applicant is exempt from fees, confirmation of the sign layout, location(s), and estimated timing of installation will occur.
 - If the application is not approved, the applicant will be notified with the reasons for rejecting the application. Any fees paid will be refunded.

5.3.4 *Other Considerations*

- If facility or tourist signs are no longer required, the facility shall notify Council, and the signs will be removed. There are no fees or charges for removal of signs.
- Where a facility changes location and requests signs altered to the new location, the existing approval will lapse, and a new application will be required for assessment.
- If signs are identified that are not approved, or are in locations not approved, the signs will be removed, and the facility owner will be notified.

5.4 Removal of Facility Signs for Council Purposes

- 5.4.1 Council may require removal of the signs for a number of reasons not mentioned previously in this policy or associated with the facility. These include but are not limited to:
- Changes or upgrades to the road network
 - Changes to Councils criteria for assessment
 - Any other reason determined appropriate by Council
- 5.4.2 Where Council removes signage for reasons under this clause (5.4), Council may consider fee waiver or reduction if an application is submitted for installation of facility or tourist signs at an alternative location(s).

6. ASSOCIATED DOCUMENTS

AS 1742.5 – 2017 Manual of Uniform Traffic Control Devices – Part 5 Street name and community facility name signs – Section 3 Community facility name signs

Queensland Department of Transport and Main Roads (TMR) - Guideline – Tourist and Service Signs – March 2023 (Guidelines)

Fraser Coast Regional Council (FCRC) Application for Tourist and Community Fingerboard Sign

FCRC – Fees and Charges Waiver or Reduction Policy

FCRC – Schedule of Fees & Charges

7. REVIEW

This Policy will be reviewed when related legislation/documents are amended or replaced, other circumstances as determined from time to time by Council, or at intervals of no more than three years.

Version Number	Key Changes	Approval Authority	Approval Date	Document Number
1	New Policy	Council	23/09/2020	3989815v4
2	Transition to Council template, Name change and update to all sections	Council	00/00/2025	TBA

**Attachments A, B & C – Guideline for the Community Facility and
Tourist (Fingerboard) Signs Extract**

[Link to Attachments](#)



COUNCIL POLICY

Policy Title: SERVICE AND COMMUNITY FACILITY SIGNS POLICY

Policy Subject: Roads

Policy No: #3989815-v4 – CP063

Directorate: Infrastructure Services

Department: Engineering Services

Section: Roads

Responsible Officer: Executive Manager Engineering Services

Authorised by: Director Infrastructure Services

Adopted Date: 23 September 2020

Review Date: 23 September 2021

Amended Date:

Risk Assessment: Medium

OBJECTIVE

The objective of this policy is to provide a framework and direction for the management of service and community facility signs (also known as blue fingerboard signs) throughout the Council road network. It provides a definition for service and community facility signs and sets out eligibility criteria, ownership and administration process to guide the Community and Council when dealing with requests for new service or community facility signs. The policy aims to provide consistency and avoid sign proliferation.

POLICY

Philosophy

To ensure that service and community facility signs are managed to provide consistency to the travelling public, reduce signage proliferation and ensure the equity of provision of this type of signage, it is necessary to establish eligibility criteria and limit the types of service or community facilities that will be approved for the installation of this type of sign. The policy will provide a framework for the licensing of all approved signs to ensure ongoing standards and compliance requirements are met.

Council recognises that service and community facility signs are not intended to provide advertising for commercial enterprises. Rather, this type of signage is intended to provide guidance to commercial services for the use of the casual travelling public, typically on short notice, or in unexpected circumstances (for instance, after an unplanned delay in travel plans) and to non for profit community facilities utilised by large number of visitors from outside the local area.

A full list of eligibility criteria for Service and Community Signage recipients is listed in the *Traffic and Road Use Management, Volume 3 – Signing and Pavement Marking, Part 7: Tourist, Service and Welcome Signs* (TRUM Vol. 3 Part 7) and later in this policy.

It is also recognised that the amount of information that can be safely read and interpreted by a motorist is limited and the provision of too many signs of any kind can reduce the overall effectiveness of all signs, resulting in decreased safety of our road networks.

Fraser Coast Regional Council**COUNCIL POLICY****Role**

The role of the policy is to set clear parameters and rules around the application, assessment, installation and ongoing management of service and community facility signage.

Authorities & ResponsibilitiesCouncil's Responsibilities

The Director of Infrastructure Service is responsible for assessing applications for service and community facility signs within Council's road network in line with this policy and other relevant legislation.

Due to legislative requirements relating to works within the Council controlled road reserve, Council shall be responsible for the installation, maintenance and replacement of approved signs under this policy, with all the costs for supply and installation recoverable from the licensee through the applicable fees.

Sign Licensee/Applicant Responsibilities

The applicant and licensee of a sign under this policy is responsible for:

- applying for the installation of a new service or community facility sign and paying the applicable application fee as detailed in Council's Schedule of Fees and Charges (adopted from time to time);
- all costs associated with Council's supply and installation of the requested sign upon approval of the application by Council;
- promptly notifying Council in writing of any changes to the nature of the facility the approved sign is related to, such as changes in name, or eligibility under the relevant guidelines. The licensee will also be responsible for the costs of any alterations required due to a change in facility name;
- promptly notifying Council of any damage to the sign or maintenance required to the sign;

ScopeService and Community Facility Sign Guidelines and Eligibility Criteria

Council has adopted the guidelines and criteria for service and community facility signage as developed by the Department of Transport and Main Roads (DTMR), published in their manual, *Traffic and Road Use Management, Volume 3 – Signing and Pavement Marking, Part 7: Tourist, Service and Welcome Signs* (TRUM Vol. 3 Part 7). A copy of this manual is available from the DTMR's website at <https://www.tmr.qld.gov.au/>.

In addition to the specific criteria outlined in the TRUM Vol. 3 Part 7, the following general requirements and criteria will apply to all applications for service or community facility signs.

- A maximum of three service and community facility signs will be installed at any one intersection;
- A maximum of two service and community facility signs will be installed for any one destination;
- All signs approved under this policy must comply with the Manual of Uniform Traffic Control Devices (MUTCD), Part 5: Street Name and Community Facility Signage as harmonised with Australian Standard AS 1742.5-2017.

Fraser Coast Regional Council**COUNCIL POLICY**Application

Initial application fee will apply for all service or community facility signs, and the applicant will be responsible for the costs of the manufacture, installation and any replacement costs. Costs of any maintenance required during the life of the sign (graffiti removal, or minor damage) will be at Council's expense. Non-for-profit facilities may have their fees waived through application of the Fees and Charges Waiver or Reduction Policy.

The application fees are linked to Council's annual fees and charges review and the current fee amount can be found in Council's Schedule of Fees and Charges.

Relocation of Existing Approved Community Facility Sign(s) due to Change of Facility Address

Where a facility with an existing, licensed service or community facility sign relocates to a new address, the applicant shall notify Council in writing of the change, and shall submit a new application for the relocation of the signs (with payment of the applicable application fee). The existing approval and license is not transferrable to a new location, as site conditions at a new location may not be suitable for the relocation of the existing sign. Where the service or community facility sign is no longer required, the applicant shall advise Council in writing and shall be responsible for Council's costs to remove the sign.

Unapproved Service and Community Facility Signs

Where a sign is installed without approval, Council will attempt to identify the facility the sign refers to and make contact with the owners to discuss options. Where an unapproved sign is installed that would not meet the eligibility requirements outlined in this document, the sign will be removed by Council's operations crews as soon as practical. Where an unapproved sign may meet the eligibility criteria, the facility owner will be given the opportunity to submit an application to approve the sign through the payment of the applicable application fee.

Council Discretion

As road manager, Council reserves the right to install and remove any service or community facility sign approved under this policy at Council's discretion. Reasons for removal may include, but are not limited to:

- changes or upgrades to the road network;
- changes to eligibility criteria as set by the DTMR;
- failure of a licensee to complete the required renewal process within the defined timeframes;
- changes to the operation of the facility that alter eligibility;
- the permanent closure of the facility.

Where removal of an existing approved sign takes place due to the reasons listed above, all reasonable efforts will be made to advise the sign owner prior to the removal of the sign.

To ensure compliance with this policy and other relevant conditions, Council will at times conduct an audit of service and community facility signage in Council road reserves.

Variances and Exclusions

Any variance from this policy may only be approved by the Council or a nominated delegate. The Council or nominated delegate when considering a variance of this policy will assess;

- the nature of and reason for the variance;

Fraser Coast Regional Council**COUNCIL POLICY**

- that there are such circumstances or conditions that the strict application of the provisions of this policy would clearly be impracticable or unreasonable;
- that the granting of the specified variance will not be detrimental to the public welfare or injurious to other property in the area;
- that such variance will not violate other Council policies or legislative requirements.

A permit or application under this policy cannot authorise work that is;

- the installation of a community facility or service sign on a state controlled road (contact the DTMR for advice);
- the installation of a community facility or service sign on private property or land that is not under Council's ownership, control or custodianship.

Reporting Standards

Council will develop and hold a register of approved community facility or service sign locations, the related property details, the purpose of the signage and the entity that is responsible for the payment of the sign(s) for the purposes of auditing and recovery of fees.

Relationships

Nil

HEAD OF POWER:

Local Government Act 2009

RELATED LEGISLATION:

Local Law 1 – Administration

Local Law 4 – Local Government Controlled Areas, Facilities and Roads

RELATED DOCUMENTS (LOCAL LAWS, POLICIES, DELEGATIONS, ETC):

DTMR's Traffic and Road Use Management, Volume 3 – Signing and Pavement Marking, Part 7: Tourist, Service and Welcome Signs

DTMR's Manual of Uniform Traffic Control Devices, Part 5: Street Name and Community Facility Signage

Australian Standard AS 1742.5:2017 - Manual of uniform traffic control devices - Street name and community facility name signs

Fees and Charges Waiver or Reduction Policy (EDoc Ref: #3399073)

ATTACHMENT TO POLICY:

Application for Service/Community Facility Signage

DEFINITIONS:

Service Sign – means signage, primarily used to guide tourist to their destination. Service signs are not intended for use at facilities that motorists can see well in advance and with the ability to erect property signs or that are located in areas where it is reasonable to expect such services. Australian

Fraser Coast Regional Council**COUNCIL POLICY**

Standard AS 742.6 has a number of standard symbols for use on service signs to describe the service. These symbols are an effective way of communicating with drivers and, in many cases, these standard symbols are used instead of words. Refer eligibility criteria below

Community Facility Sign – means signage that is used for facilities that are generally non-commercial based, which are likely to be sought by a significant number of visitors. Refer eligibility criteria below

State Controlled Road – means a road under the management authority of the State of Queensland – as per the Transport Infrastructure Act 1994.

TRUM – means the Manual for Traffic and Road Use Management, Queensland Transport and Main Roads.

Fraser Coast Regional Council**COUNCIL POLICY****SERVICE SIGNS****Eligibility Criteria****Accommodation**

Directional signing for accommodation is provided to inform casual travellers that suitable facilities are available to meet their overnight needs (that is, for informational, not marketing, purposes). Directional signs are not intended to promote an accommodation facility or to enable the accommodation industry to increase patronage.

To ensure consistency, accommodation businesses seeking signs must meet the core criteria outlined at Section 6.2.1.1, of TRUM Vol. 3 Part 7 while also satisfying all specific criteria outlined in the relevant category of Section 6.2.1.3 TRUM Vol. 3 Part 7.

Core criteria

Signs may be provided to accommodation facilities that comply with the following conditions:

- dedicated to providing for the needs of short-term tourists (allow overnight stays)
- well-established, have been operating for at least six months and open daily
- available to the general public (that is, not exclusively for coach tours and other organised groups)
- pre-booking must not be required
- meet all statutory state and local government regulations and planning requirements
- located within suitable distance of a state or regional road (the distance along a side road to the establishment should not exceed five kilometres), and
- be distinctly signed at the property entrance, so that the facility is easily identifiable by passing motorists.

Desirable criteria

Operators of accommodation facilities wishing to obtain signs are also encouraged to meet the following:

- be quality assured – accommodation providers should aim to be assessed by an independent accreditation program (for example, AAA Tourism, Eco Tourism Australia, and so on)
- be a member of a recognised local, regional or peak sector tourism organisation
- show a location map of the property on brochures and other marketing collateral (for example, website), and
- be listed on the database of the nearest Accredited Visitor Information Centre.

Specific criteria

Refer to TRUM Vol. 3 Part 7 for details of the specific criteria related to the following uses;

- Caravan sites
- Camping sites
- Backpacker accommodation
- Bed and Breakfast (B and B)
- Farm stays / host farms
- Self- contained

Tourist / visitor information radio - Refer Section 6.2.2 in TRUM Vol. 3 Part 7

Minor airports / aerodromes - Refer Section 6.2.3 in TRUM Vol. 3 Part 7

Tourist information facilities - Refer Section 6.2.4 in TRUM Vol. 3 Part 7

Fraser Coast Regional Council

COUNCIL POLICY

COMMUNITY FACILITY SIGNS

Eligibility Criteria - Community facility signing is used for facilities that are generally non-commercial based, which are likely to be sought by a significant number of visitors. To ensure consistency, community facilities seeking signs must be included in the list following and meet the relevant requirements as outlined in the Table below taken from Table 6.2.5(A) of TRUM Vol. 3 Part 7 - Tourist, Service and Welcome Signs

Community facility	Specific requirements
Churches	These may be provided on request from the church where it is not readily visible from the road. A denominational name may be included on the sign.
Civic centres and town halls	These may be signed by name.
Tertiary educational institutions	These may be signed by name. Primary and secondary schools should only be signed if they have some special facility sought by significant numbers of visitors to the area.
Golf courses	These may be signed where the golf course is not readily visible from the road or the route to the entrance is not obvious, and caters for members of the public. Golf courses are to be signed using the symbol S28 (as shown in Table 6.2.5(B)) in the TRUM Vol. 3 Part 7, and not the golf course name.
Hospitals	These may be signed by name. Symbol S1 in the TRUM Vol. 3 Part 7 is only to be used where the hospital provides a 24-hour emergency service.
Libraries	These may be signed where the library is not readily visible from the road or the route to the entrance is not obvious.
Non-profit institutions	These may be signed where the institution is not readily visible from the road and they are used by a significant number of visitors to the area.
Parks	These may be signed where the park is not readily visible from the road and they are used by a significant number of visitors to the area.
Police stations	These may be signed where the police station is not readily visible from the road.
Post offices	These may be signed by name where the post office is not readily visible from the road.
Public toilets	These may be signed whereby the toilet facilities are accessible 24 hours per day / seven days per week.
Railway stations	These may be signed by name where the station is not readily visible from the road.
Recreation centres (for example, tennis courts)	These may be signed where the recreation centre is not readily visible from the road and they are used by a significant number of visitors to the area
Rural fire stations	No criteria apply.
Shopping centres	These may be signed where the centre is not readily visible from the state or regional road, or where the centre is visible from the state or regional road, but the route to the centre is not obvious. Signs are only provided if the distance from the state or regional road to a regional shopping centre is not greater than 2 km or the distance from the state or regional road to a local shopping centre is not greater than 1 km. The name of the shopping centre would only be shown on the sign if there could be confusion as to which shopping centre the sign references. The destination town centre is preferred in towns and smaller provincial cities.
Sports facilities	These may be signed by name, if they are used by a significant number of visitors to the area.
Swimming pools	These may be signed where the swimming pool is not readily visible from the road or the route to the entrance is not obvious, when it caters for members of the public and is open to casual visitors, and is used by a significant number of visitors to the area.
Theatres / performing arts centres	These may be signed where the centre is not readily visible from the road.

Refer to Table 6.2.5(B) of the TRUM Vol. 3 Part 7 for symbols that illustrate and give the meaning of all standard symbols, which are specified for use on white on blue service signs.

Service and Community Facility Signage Application

INFORMATION SIGN APPLICATION - NEW

Use this form when:

Requesting a new information sign

☐

Requesting the relocation of an existing information sign

☐

Requesting the replacement of an existing information sign

☐

Name of Applicant Or Company, Association
Address of Applicant
Contact Telephone Number	(Home)..... (Work).....
Has Applicant read Information Sign Policy	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>
Location of Information Signs Requested	1 2
Text required on sign/s	

Please provide a sketch of the locations and signs in the space on the back of this form:

NOTE:

Information Signs are provided in accordance with Council Policy, the Manual of Uniform Traffic Control Devices (MUTCD) and is subject to the availability of position. The time taken for the works to be carried out is dependent upon the resources of the Fraser Coast Regional Council.

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Please draw sketch of proposed sign and location:

OFFICE USE ONLY

	Date		Date
Date Inspected		Date Processed	
Date Ordered WR NO.			
	Yes/No		Yes/No
Commercial		Community	
Local Road		State Road	
Meets Policy Specifications			
Request Approved			

PREFERRED RESPONSE METHOD: ☐ Mail OR ☐ Email OR ☐ Fax

Methods of Payment

In Person At a Council Office Present this form intact with cash, cheque, EFTPOS or credit card at Council offices between 8.15am-4.30pm Monday – Friday		By Mail Post with cheque/money order only to:- Chief Executive Officer Fraser Coast Regional Council PO Box 1943 HERVEY BAY QLD 4655	
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OFFICE	USE	ONLY
Receipt to: 1rRoads Income	Amount: _____ R/Number: _____ Date: _____	



COUNCIL POLICY

Policy Title:	TOURIST AND COMMUNITY FACILITY (FINGERBOARD) SIGNS POLICY
Policy Subject:	Roads
Policy No:	#3989815-v4 – CP063
Directorate:	Infrastructure Services
Department:	Engineering Services
Section:	Roads
Responsible Officer:	Executive Manager Engineering Services
Authorised by:	Director Infrastructure Services
Adopted Date:	23 September 2020
Review Date:	23 September 2021
Amended Date:	
Risk Assessment:	Medium

PURPOSE

This policy details Fraser Coast Regional Council's (FCRC) position regarding assessment, approval and management of tourist and community facility signs, commonly called fingerboard signs.

SCOPE

This policy applies to the Council controlled road network within the FCRC boundary, and typically where the speed environment is 60 km/h or less.

POLICY STATEMENT

To ensure that tourist and community facility signs are managed to provide consistency to the travelling public, reduce signage proliferation and ensure the equity of provision of this type of signage, it is necessary to establish eligibility criteria and limit the types of tourist or community facilities that will be approved for installation.

5.1 Eligibility Criteria:

- 5.1.1 *Community Facilities (Not-for-profit)* - Council has adopted the eligibility criteria in the Queensland Department of Transport and Main Roads – Guidelines,

Fraser Coast Regional Council**COUNCIL POLICY**

Tourist and Services Signs, March 2023 (Guidelines), Section 6.3.5 and table 6.3.5 Specific criteria for community service signs (see attachment A).

- 5.1.2 *Community Facilities (Commercial)* – Council has adopted the eligibility criteria in the Guidelines, Section 6.3 criteria for consideration of accommodation including, caravan parks, camping sites, backpacker, bed and breakfast, farm stays, and self-contained accommodation (see attachment B).
- 5.1.3 *Tourist Facilities* – Council has adopted the eligibility criteria in the Guidelines, Section 5.2 for tourist signs (see attachment C).

5.2 Number of Signs Permitted:

- 5.2.1 Council allows two fingerboard signs for each facility, and a maximum of three fingerboard signs per location (intersection).

5.3 Management, Cost and Application Process for Signs

- 5.3.1 *Management of Signs* – Council shall be responsible for approval, design, procurement, installation, maintenance and removal of signs under this policy.
- 5.3.2 *Cost of Signs* – Except where a fee and charge waiver or reduction is granted by Council, payment of a prescribed fee is required. A fee shall also be charged for non-standard signs and replacement of signs as required. There are no ongoing maintenance fees or charges. See Schedule of Fees and Charges on Council's website for the latest fees.

Application Process

- Obtain and complete the "Application for Tourist and Community Fingerboard Sign" from Council's webpage and return the form to Council with the appropriate fee(s).
- If applying for an exemption of fees, tick the exemption request box on the application form and return the completed form to Council for consideration. See Council's "Fees and Charges Waiver or Reduction Policy" for entities that will be considered for fee exemption.
- Once the application is considered by Council, contact will be made with the applicant to discuss the outcome of the application.
 - If the application is approved and fees are paid or the applicant is exempt from fees, confirmation of the sign layout, location(s), and estimated timing of installation will occur.
 - If the application is not approved, the applicant will be notified with the reasons for rejecting the application. Any fees paid will be refunded.

Other Considerations

Fraser Coast Regional Council**COUNCIL POLICY**

- If facility or tourist signs are no longer required, the facility owner shall notify Council and the signs will be removed. There are no fees or charges for removal of signs.
- Where a facility changes location and requests signs altered to the new location, the existing approval will lapse, and a new application will be required for assessment.
- If signs are identified that are not approved, or are in locations not approved, the signs will be removed, and the facility owner will be notified.

Removal of Facility Signs for Council Purposes

- Council may require removal of the signs for a number of reasons not mentioned previously in this policy or associated with the facility. These include but are not limited to:
 - Changes or upgrades to the road network
 - Changes to Councils criteria for assessment
 - Any other reason determined appropriate by Council
- Where Council removes signage for reasons under this clause (5.4), Council may consider fee waiver or reduction if an application is submitted for installation of facility or tourist signs at an alternative location(s).

HEAD OF POWER:

Local Government Act 2009, Section 60

ASSOCIATED DOCUMENTS

Australian Standard AS 1742.5:2017 - Manual of uniform traffic control devices - Street name and community facility name signs – Section 3 Community facility name signs

FCRC - Fees and Charges Waiver or Reduction Policy

Queensland Department of Transport and Main Roads (TMR) - Guideline – Tourist and Service Signs – March 2023 (Guidelines)

Fraser Coast Regional Council (FCRC) Application for Tourist and Community Fingerboard Sign

FCRC Schedule of Fees & Charges

DEFINITIONS:

To assist in the interpretation of this Policy, the following definition(s) apply:

“Community Facility Signs” are:

- a) Signs identified by their fingerboard shape, which includes a chevron pointing horizontally to the facility with white writing on a blue background.
 - Typical community facilities are generally not-for-profit and include:
 - i. Churches and religious institutions
 - ii. Hospitals
 - iii. Post Offices
 - iv. Sporting and Recreation grounds and facilities
 - v. Clubs (RSL, Boat Club, etc)
 - Community facility signs may also be considered appropriate for facilities of a commercial nature such as:
 - i. Caravan parks & camping sites, B&B, Farm Stay, Backpacker, etc
 - ii. Shopping centres

“Tourist Facility Signs” are:

- a) Signs identified by their fingerboard shape, which includes a chevron pointing horizontally to the facility with white writing on a brown background.
 - Typical tourist facilities appropriate for this type of sign include a:
 - i. Zoo
 - ii. Theme Park
 - iii. Water Park, etc



Figure 1 – Example of a brown tourist and blue community facility fingerboard sign

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OFFICE USE ONLY			

OFFICE Receipt to: <i>1rRoads Income</i>	USE Amount:_____ R/Number:_____ Date:	ONLY
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REVIEW

This Policy will be reviewed when related legislation/documents are amended or replaced, other circumstances as determined from time to time by Council, or at intervals of no more than three years.

Fraser Coast Regional Council

COUNCIL POLICY

**Attachments A, B & C – Guidelines for the Tourist and Community
Facility (Fingerboard) Signs**

Link to Attachments

	Attachments to Council Policy - Tourist and Community Facility (Fingerboard) Sign
	Policy Number CP063

Attachment A – Guidelines, Section 6.3.5 and table 6.3.5 Specific criteria for community service signs

6.3.5 Community service signs criteria

Community or recreation service signing is used for facilities (generally non-commercial) not necessarily related to travel, but which are likely to be sought by a significant number of people unfamiliar to an area, and which include recreational facilities (library, swimming pool), public facilities (telephone and emergency medical services) and administrative facilities (town hall, post office).

For consistency, community facilities seeking signs must be include in the list following and meet the specific requirements outlined in Table 6.3.5.

Table 6.3.5 – Specific criteria for service signs – community services

Business centre	
Specific criteria	These may be signed where the business or town centre is not readily visible from the road.
Cemetery / crematorium	
Specific criteria	These may be signed where the cemetery / crematorium is not readily visible from the road or the route to the entrance is not obvious.
Churches	
Specific criteria	These may be provided on request from the church where it is not readily visible from the road. A denominational name may be included on the sign.
Civic centres and town halls	
Specific criteria	These may be signed by name.
Educational institutions	
Specific criteria	Tertiary institutions such as a university or TAFE campus may be signed by name. Note: Schools are not eligible for signing on state-controlled roads This includes pre-schools, day care centres, early childhood learning centres, kindergartens, primary, secondary, and other schools, both public and private. The exception is where a primary or secondary school provides special facilities or programs that are regularly sought by a significant number of visitors unfamiliar to the area.
Golf courses	
Specific criteria	These may be signed where the golf course is not readily visible from the road or the route to the entrance is not obvious and caters for the general public

Hospitals	
Specific criteria	<ul style="list-style-type: none"> These may be signed by name. The hospital symbol is to represent first aid, casualty service, hospital, doctor, ambulance services. Symbol S1 is only to be used where the hospital provides a 24-hour emergency service.
Industrial areas	
Specific criteria	These may be eligible for signs where the industrial area is set aside and zoned exclusively as industrial and is a major traffic generator.
Libraries	
Specific criteria	These may be signed where the library is not readily visible from the road or the route to the entrance is not obvious.
Non-profit institutions	
Specific criteria	These may be signed where the institution is not readily visible from the road and it is used by a significant number of visitors unfamiliar to the area (for example, Red Cross, RSL Club and so on).
Parks	
Specific criteria	These may be signed where the park is not readily visible from the road and it is used by a significant number of visitors to the area.
Police stations	
Specific criteria	These may be signed where the police station is not readily visible from the road.
Post offices	
Specific criteria	These may be signed by name where the post office is not readily visible from the road.
Public toilets	
Specific criteria	These may be signed if the toilet facilities are accessible 24 hours per day, seven days per week.
Railway stations	
Specific criteria	These may be signed by name where the railway station is not readily visible from the road.
Recreation centres	
Specific criteria	These may be signed where the recreation centre is not readily visible from the road and it is used by a significant number of visitors unfamiliar to the area.
Refuse / recycling centres	
Specific criteria	These may be signed where the refuse / recycling facility is not readily visible from the road.
Rural fire stations	
Specific criteria	No criteria apply.

Shopping centres	
Specific criteria	<ul style="list-style-type: none"> These may be signed where the shopping centre is not readily visible from the state or regional road, or where the centre is visible from the state or regional road, but the route to the centre is not obvious. Signs are only provided if the distance from the state or regional road to a regional shopping centre is not greater than 2 km or the distance from the state or regional road to a local shopping centre is not greater than 1 km. The name of the shopping centre would only be shown on the sign if there could be confusion as to which shopping centre the sign references. The destination 'Business Centre' or 'Town Centre' is preferred in towns and smaller provincial cities. <p>Note: Not all shopping centres are eligible for signage.</p>
Sports facilities	
Specific criteria	These may be signed by name, if they are regularly used by a significant number of visitors that are not familiar with the facility or to the area.
Swimming pools	
Specific criteria	These may be signed where the swimming pool is not readily visible from the road or the route to the entrance is not obvious when it caters for members of the public and is open to casual visitors and is used by a significant number of visitors unfamiliar to the area.
Theatres / performing arts centres	
Specific criteria	These may be signed where the theatre / performing arts centre is not readily visible from the road.

Attachment B - Guidelines, Section 6.3 criteria for consideration of accommodation including, caravan parks, camping sites, backpacker, bed and breakfast, farm stays, and self-contained.

6.3 Eligibility requirements for service signs

6.3.1 Accommodation

Directional signing for accommodation is provided to inform casual travellers that suitable facilities are available to meet their overnight needs (that is, for informational and marketing, purposes). Directional signs are not intended to promote an accommodation facility or to enable the accommodation industry to increase patronage.

For consistency, accommodation businesses seeking signs must meet the core criteria outlined following, while also satisfying all specific criteria outlined in the relevant category.

6.3.1.1 Accommodation core criteria

Table 6.3.1.1 provides details of the core criteria to qualify for accommodation signage.

Table 6.3.1.1 – Core criteria for service signs – accommodation

Accommodation	
Core criteria	<p>Signs may be provided to accommodation facilities that comply with the following conditions:</p> <ul style="list-style-type: none"> • dedicated to providing for the needs of short-term tourists (allow overnight stays) • well-established, have been operating for at least six months and open daily • available to the general public (that is, not exclusively for coach tours and other organised groups) • pre-booking must not be required • meet all statutory state and local government regulations and planning requirements • located within suitable distance of a state or regional road (the distance along a side road to the establishment should not exceed five kilometres), and • be distinctly signed at the property entrance, so that the facility is easily identifiable to motorists passing by.

6.3.1.2 Accommodation specific criteria

In addition to the core criteria, accommodation service facilities may have additional specific criteria that need to be applied and met to be eligible for accommodation service signage.

Table 6.3.1.2 details the specific criteria to meet for accommodation signage.

Table 6.3.1.2 – Specific criteria for service signs – accommodation

Caravan parks	
Specific criteria	<p>Caravan parks typically provide a mixture of onsite vans, powered caravan parks, camping sites or motel-style cabins with private facilities. Caravan parks must:</p> <ul style="list-style-type: none"> • provide a mixture of accommodation, powered sites and camping sites, and • be managed by onsite personnel seven days a week.

Camping sites	
Specific criteria	<p>Camping sites are areas set aside for temporary accommodation, which is supplied by the traveller. This may range from tents to recreational vehicles, such as caravans, camping trailers and motorhomes with varying degrees of onboard facilities. Camping sites may be on land dedicated for that purpose within national parks, state forests, local government areas, private land or as an adjunct to a caravan park.</p> <p>Camping sites must:</p> <ul style="list-style-type: none"> • be serviced by fresh water for drinking purposes, and • have a designated area set aside for camping with toilet and bathroom facilities.
Backpacker accommodation	
Specific criteria	<p>Backpacker or hostel accommodation is normally lower-cost lodging, featuring dormitory-style sleeping, with a mixture of shared and private bathrooms, laundry facilities and a communal kitchen.</p> <p>Backpacker accommodation must provide:</p> <ul style="list-style-type: none"> • lodging with dormitory-style sleeping arrangements ('dormitory style' includes rooms with quad and double sleeping arrangements) • adequate shared bathroom and laundry facilities, and • equipped communal kitchen and dining facilities.
Bed and breakfast (B&B)	
Specific criteria	<p>B&B accommodation is mostly provided on an overnight or short-stay basis within private homes and featuring separate guest bathroom/s.</p> <p>B&B accommodation must:</p> <ul style="list-style-type: none"> • provide onsite management • operate normally within private homes with a separate guest bathroom, and • have breakfast provided by the host.
Farm stays / host farms	
Specific criteria	<p>Farm stay / host farm accommodation is provided within rural properties. The form of the accommodation may range from self-contained cabins or cottages to rooms in a homestead. Properties normally place emphasis on atmosphere and individual character.</p> <p>Farm stay / host farm accommodation must:</p> <ul style="list-style-type: none"> • be a working farm, and • offer a range of farm-type activities.
Self-contained	
Specific criteria	<p>Self-contained accommodation is a room or suite of rooms designed as a residence and generally located in a building occupied by more than one household.</p> <p>Self-contained accommodation must:</p> <ul style="list-style-type: none"> • have a permanent onsite manager, and • have a minimum of five rooms of dwelling units to allow for independent booking and casual accommodation.

6.3.1.3 Accommodation desirable criteria

Table 6.3.1.3 provides details of the desirable criteria to meet for accommodation signage.

Table 6.3.1.3 – Desirable criteria for service signs – accommodation

Accommodation	
Desirable criteria	<p>Operators of accommodation facilities wishing to obtain signs are also encouraged to meet the following:</p> <ul style="list-style-type: none"> • be quality assured – accommodation providers should aim to be assessed by an independent accreditation program (for example, Star Ratings Australia, Eco Tourism Australia, and so on) • be a member of a recognised local, regional, or peak sector tourism organisation • show a location map of the property on brochures and other marketing collateral (for example, website), and • be listed on the database of the nearest Accredited Visitor Information Centre.

Attachment C - Guidelines, Section 5.2 Eligibility requirements for tourist signs

5.2 Eligibility requirements for tourist signs

The Queensland Government has adopted the categories and criteria developed by the National Tourist Signing Reference Group (NTSRG), which is an advisory body to the Australian Standing Committee on Tourism (ASCOT) and includes representatives from federal, state and territory tourism organisations and road authorities.

This document also includes some additional Queensland-specific requirements, providing some flexibility to allow for new and unusual attractions whilst still upholding the credibility of the national requirements.

Visitors who follow tourist signs must be assured that the quality of the attraction is of a high standard. The visitor experience is, therefore, the primary consideration when determining eligibility for tourist signing.

For consistency, attractions must meet all the core criteria, and the individual attraction category or product cluster specific criteria outlined in the tables following.

5.2.1 Core criteria for individual tourist attractions

An individual tourist attraction is a place or feature of interest to visitors. It can be either a built structure or a natural feature. It should be capable of drawing tourists and satisfying their expectations by providing a tangible visitor experience and reasonable level of visitor amenity.

Table 5.2.1 provides further detail on the core criteria to be met to determine if a feature qualifies as an individual tourist attraction.

Table 5.2.1 – Core criteria for tourist signs – individual tourist attractions

Must be well established and operating as a tourist facility	
Core criteria	<ul style="list-style-type: none"> The attraction must have been operating for at least six months. Operating for at least six months helps demonstrate the viability and sustainability of the business. The primary function of the tourist facility is to provide a tourism experience. The attraction should have a strong commitment to serving, caters for, or is of interest to tourists – examples include Sea World, Scenic Lookouts and so on. <p>Note: The attraction is not eligible if it does not provide an adequate tourism experience. Ineligible attractions include businesses where the primary function is a retail outlet (includes rental or hire of equipment / vehicles).</p>
Government approvals	
Core criteria	<ul style="list-style-type: none"> The attraction must have all relevant local, state and Commonwealth licences and approvals to operate as a tourist attraction.
Pre-booking must not be required to visit the attraction	
Core criteria	<ul style="list-style-type: none"> It is expected that tourist attractions requesting signs should cater for casual visitors, without the need for pre-booking. This avoids inconvenience to tourists and ensures a satisfactory visitor experience. While it is acceptable for attractions to require pre-booking for coach groups, it must be demonstrated that the experiences on offer are also available to casual visitors. <p>Note: Attractions that only cater for pre bookings are NOT eligible for tourist signs.</p>

Opening times	
Core criteria	<ul style="list-style-type: none"> Attractions, with the exception of seasonal attractions, are expected to be open daily or at least for a minimum of five days a week, including weekends, and public holidays (excluding Good Friday, ANZAC Day, and Christmas Day). When open (including seasonal attractions), it is generally expected that attractions will be open for a minimum of six hours, for example, 10 am–4 pm. Attractions must be open when visitors would expect the attraction to be open – for example an observatory would be eligible for tourist signs if its opening hours were 1 pm–7 pm as it would be reasonable to assume an observatory to be open during the evening.
Parking	
Core criteria	<ul style="list-style-type: none"> Adequate car parking must be available either onsite or within close and convenient proximity to the attraction. It is expected that designated car parking will be provided onsite, clear of the road and verge and be able to cater for buses, tourist coaches and, if necessary, cars with caravans. While onsite parking is desirable in urban areas, if this is not feasible, adequate on or off-street parking needs to be provided within a convenient distance of the attraction. The adequacy of car parking is assessed on a case-by-case basis. Where onsite parking is unavailable, adequate on or off-street parking must be provided within a convenient walking distance or convenient and frequent shuttle bus service. The attraction must provide the shuttle service at no expense to tourists.
Interpretation	
Core criteria	<ul style="list-style-type: none"> Tourist attractions must provide visitors with high-quality interpretation. The methods and means to enable visitors to engage more deeply with an experience or activity may differ widely. Examples of high-quality interpretation include: <ul style="list-style-type: none"> – guided tour – self-guided tour brochure – audio tour – brochure / pamphlet – labels / text panels – annotated displays, and so on. It is not acceptable for attractions or product clusters to rely solely on verbal interpretation provided by an operator or staff member. Applicants must provide copies of marketing material or a detailed explanation on the interpretation offered as part of the experience.
Toilets	
Core criteria	<ul style="list-style-type: none"> All attractions are required to provide conveniently-located toilet facilities and comply with disability access legislation. Onsite toilet facilities must be appropriately maintained, and available to visitors during attraction opening hours.
The entry to the property must be clearly identified	
Core criteria	<ul style="list-style-type: none"> An attraction sign that is identifiable to passing motorists should be installed at the entrance within the property line. It should clearly identify the name of the attraction and provide information about the opening hours, such as days / hours of operation, and contact details. This name will be used on the 'white on brown' directional signage.
Marketing collateral	
Core criteria	<ul style="list-style-type: none"> Attractions should be supported by relevant marketing collateral material; for example, a brochure available from the nearest visitor information centre, or an established website that includes printable information, that clearly states the street address, opening days and hours, and contact phone numbers. It should also include a map that provides clear navigation to the attraction, without relying entirely on signs.

Seasonal attractions		
Core criteria	<ul style="list-style-type: none"> • Must meet the core criteria and any specific category criteria. • Attractions that are not open all year must open for a minimum of nine months of the year to be eligible for a permanent sign. • When open, the attraction is expected to be open for a minimum of six hours; for example, 10 am–4 pm. • Signs for approved seasonal attractions should indicate the months of operation (or be covered when not operating). Signs should not indicate closed dates and should not indicate opening hours. • An attraction open for less than nine months of the year that seeks tourist signing needs to prove why it legitimately cannot deliver a year-round experience, for example, climatic seasonal factors that affect the quality of the experience. • Where a seasonal activity (for example, wildlife viewing), is signed, it is expected that relevant interpretative panels / displays will be provided to explain the experience, so that it can be appreciated by visitors, even at times when it cannot be seen or undertaken. Where no interpretative / information displays are provided, signs should not be allowed. • Examples of seasonal attraction signs 	

5.2.2 Specific criteria for individual tourist attractions

In addition to the core criteria, individual tourist attractions may have additional specific criteria that need to be applied and met. The individual attractions' specific criteria are detailed in Table 5.1.2.

Table 5.2.2 – Specific criteria for tourist signs – individual tourist attractions

Art galleries and craft outlets	
Specific criteria	<p>Art galleries and craft outlets form a major component of tourism infrastructure in Australia. They may be operated as public facilities, like the major public galleries, or as commercial galleries, featuring a broad range of media, including wood, glass, ceramics, jewellery, metal, textile / fabrics, and mixed media, usually locally sourced and operated.</p> <p>The <i>Art galleries and craft outlets</i> category does not include museums, which are subject to requirements in the <i>Museums</i> category following.</p> <p>Galleries must have:</p> <ul style="list-style-type: none"> • a professionally presented exhibition space greater than 50m²; galleries with exhibition spaces less than 50 m² are considered to be retail shops rather than galleries, and • more than 30% of the art / craft works displayed must be by local and or regional artists. <p>Art / craft outlets must:</p> <ul style="list-style-type: none"> • be a studio-type gallery, featuring a resident artist / craftsperson • display a production process, together with associated interpretation • have a professionally-presented exhibition space greater than 50m²; art / craft outlets with exhibition spaces less than 50 m² are considered to be retail shops rather than art / craft outlets; and • more than 30% of the art / craft works displayed must be by local and/or regional artists.

Museums	
Specific criteria	<p>For museums to be eligible for tourist signs, they must provide informative experiences for the visitor.</p> <p>The <i>Museums</i> category includes local history museums, museums devoted to specialised collections or topics, or major state and national museums.</p> <p>Museums must:</p> <ul style="list-style-type: none"> • have a collection of adequate size and quality; the collection needs to be displayed in a way that enables visitors to gain an appreciation of its technical, social, or cultural significance • have coherent displays / presentations which relate to the local community and its identity, or to a specific theme • have displays of adequate substance, quality, or significance to convey knowledge of the particular theme or identity to visitors • have management policies and practices that ensure the collection, its display and interpretation are maintained to a high standard • represent a specific theme; Applicants must demonstrate how the collections or displays represent a particular theme or local/ regional identity, and • have adequate exhibition space. The exhibition space must be greater than 50 m². <p>Note: The term 'museum' does not include collections of artworks, such as paintings, sculpture and so on. These are classed as galleries and are assessed under the <i>Art galleries and craft outlets</i> tourist sign category.</p>

Aboriginal and Torres Strait Islander attractions	
Specific criteria	<p>Attractions in this category reflect the rich and diverse culture and heritage of Aboriginal and Torres Strait Islander Australians. They may include sites that have historic or contemporary significance to Aboriginal and Torres Strait Islander peoples, which may include purpose built cultural centres that feature varied displays representative of Aboriginal and Torres Strait Islander culture.</p> <p>Centres and sites in this category are either owned and/or operated by Aboriginal and Torres Strait Islander peoples or organisations or employ Aboriginal and Torres Strait Islander peoples for the specific purposes of showcasing their heritage and cultures.</p> <p>Care needs to be exercised to strike a balance between the desires of visitors and respecting Aboriginal and Torres Strait Islander individuals and communities.</p> <p>In addition to the core criteria, Aboriginal and Torres Strait Islander attractions must also meet the following:</p> <ul style="list-style-type: none"> • where an attraction is classified as Aboriginal and Torres Strait Islander, the Applicant must provide evidence that he or she has consulted with the Traditional Owners for the area, and • the Applicant must provide written approval from the relevant Aboriginal or Torres Strait Islander organisation to display directional signs to these attractions.

Historic sites, buildings, and monuments	
Specific criteria	<p>Visits to historic sites, buildings, and monuments have long been an important element of the tourism experience. Historic sites, buildings or monuments that can be regarded as eligible tourist attractions will generally demonstrate one or more of the following qualities:</p> <ul style="list-style-type: none"> • provide significant insight into former lives and circumstances • paint a picture of significant historic events or settlement patterns • represent historically-significant lifestyles or styles of architecture, garden design or landscaping • serve to illustrate the ways in which past generations lived, worked, and pursued recreational and other interests, and/or • commemorate the achievements of individual Australians and/or generations of Australian families <p>In addition to the core criteria, historic sites, buildings, or monuments must:</p> <ul style="list-style-type: none"> • be registered on the Queensland Heritage Register and/or the local heritage register, and • have interpretive material and supporting literature available for the visitor that provides adequate insights into the heritage values and/or significance of the attraction.

Wineries (includes non-grape wineries, breweries, and distilleries)	
Specific criteria	<p>Queensland's wineries and vineyards add another dimension to the state's tourism experiences, encouraging additional visits and spending across the state. Businesses that benefit from wine tourism include cellar door wineries, tour operators, gift shops, restaurants, and accommodation providers.</p> <p>Note: This category includes non-grape wineries, breweries, and distilleries.</p> <p>In addition to the core criteria, wineries must meet the following:</p> <ul style="list-style-type: none"> • there must be a purpose-built facility for tasting (cellar door) and sales, and • the tasting facility must be located where either: • wine production processes can be viewed and interpreted, or • the vineyard can be viewed and visited.
Primary and secondary industry	
Specific criteria	<p>Note: Brewery and Distillery applicants should apply under the <i>Wineries</i> category.</p> <p>In addition to their economic contribution, some primary and secondary industries also offer a significant experience for visitors. The appeal generally relates to the production process itself. This may involve innovative or unusual technology, the size, scale, or the opportunity for visitors to learn about industrial processes.</p> <p>Attractions in this category generally involve an agricultural activity (for example, lavender farm) or factory / mill process (for example, cheese factory).</p> <p>It is acknowledged that these attractions are primarily commercial operations and that the tourist component may not be the most lucrative aspect of the business. The economic contribution or the commercial element of an industry-based attraction in this category is not considered when assessing applications for tourist signs. The experiences offered to visitors through viewing the processes and learning about the industry are the deciding factors.</p> <p>In assessing attractions in this category, a useful question to ask is: would the attraction still warrant visitation if any retail component was removed; for example, sale of produce / merchandise?</p> <p>There are no additional specific criteria for this category; however, primary and secondary industries must meet the core criteria outlined in Section 5.2.1.</p>
Nature-based attractions and natural features	
Specific criteria	<p>Queensland enjoys highly-diverse and distinctive natural environments, including rainforests, deserts, mangrove swamps, eucalypt forests, grasslands, and coastal reefs, many of which are renowned for their natural beauty and biodiversity. Access to significant natural areas allows visitors to undertake a wide variety of outdoor recreational activities and experiences ranging from outdoor adventure to relaxation.</p> <p>Natural attractions consist of landforms and ecosystems which are not man-made. No two natural features are the same because they have been shaped by the unique natural forces of the surrounding environment. Natural features can include mountains, rivers, lakes, islands, waterfalls, lookouts, rocks, caves, cliffs, gorges and so on.</p> <p>Attractions in this category are considered nature-based activities and may include:</p> <ul style="list-style-type: none"> • walking tracks and boardwalks • botanic gardens • zoos, wildlife parks and aquariums • natural attractions, and • national parks. <p>For outdoor / nature-based attractions to be eligible for tourist signposting, they must provide informative experiences for the visitor, irrespective of whether they are operated by a government agency, a non-profit organisation or a commercial operator.</p> <p>These nature-based and natural feature-type attractions:</p> <ul style="list-style-type: none"> • should have clear markers • should be well-maintained and easily accessible • should provide appropriate standards of safety, and • must provide an informative experience for the visitor. <p>In addition to the core criteria, outdoor / nature-based attractions must meet the following requirements:</p> <ul style="list-style-type: none"> • Zoos, wildlife parks and aquariums must meet the Queensland licensing requirements.

	<p>National parks</p> <p>National parks in Queensland are vital to the success of nature-based tourism and conservation activity. Special care needs to be taken so tourism activity does not damage or diminish conservation efforts. National parks are often in remote locations, away from main corridors. Many of the larger parks or sites have multiple access points, each leading to a different collection of visitor facilities. Many of these may not be internally connected. To be eligible for national park signs:</p> <ul style="list-style-type: none"> the national park authority is the Applicant, or the Applicant has consulted with and has written approval from the owner: for example, the traditional owners, appropriate government department or local government and so on the site must provide an informative experience for the visitor where national parks have multiple access points, only the points that have significant tourism experience should be signed it is expected that hard copy collateral material / websites and so on be available for the visitor to research the type of experience / activities available in the national park, and all national parks signage will be located on the nearest arterial road. This is the same treatment as for individual attractions. More remote signage will only be approved if the national park meets the eligibility criteria for state significance. <p>Note: Pictorial signage will not be approved for commercial type attractions or services.</p>
Theme parks	
Specific criteria	<p>Attractions in this category reflect a wide variety of specific / multiple themes. Applicants must demonstrate that the park is regionally recognised as a major tourist attraction that attracts high visitor numbers, a significant proportion of whom are drawn primarily from outside the local catchment area.</p> <p>This category does not include sport and recreational facilities that primarily cater for the local community, including, but not limited to, sports-based activities, go-karting, local amusement parks, skating rinks, bowling alleys, golf courses, mini golf, swimming complexes, sporting grounds, racecourses, or trotting tracks.</p> <p>In addition to the core criteria, theme parks must also meet the following:</p> <ul style="list-style-type: none"> must have a readily-identifiable, consistent theme, which could include moviemaking, goldmining, wildlife and so on.
State significant attractions	
Specific criteria	<p>State significant attractions are those that, by virtue of their size, nature, or iconic status, enjoy a very high level of recognition by domestic and international visitors. They are inextricably associated with the image of Queensland or its regions: for example: Australia Zoo, Movie World, and the Great Barrier Reef World Heritage Area.</p> <p>World Heritage sites that offer an accessible and genuine tourism experience may qualify as a state significant attraction because of their international profile and the high frequency of first-time domestic and international visitors to these sites.</p> <p>Attractions that meet all the core requirements outlined in Section 5.2.1 may qualify as a state significant attraction if they also meet both of the following:</p> <ul style="list-style-type: none"> the attraction must open daily (with the exception of Good Friday, ANZAC Day, and Christmas Day), and visitation must exceed 500,000 visitors per annum (independent professional verified audit by a certified practising accountant).

Other attractions	
Specific criteria	<p>There are other attractions within Queensland that may be tourist attractions but do not easily fit with any of the specific categories listed previously. The Queensland Government recognises the importance of providing some flexibility to allow for new, unusual, or other tourist products that may comprise elements of a number of different attraction types.</p> <p>Applications may be submitted; however, the responsibility is on the Applicant to provide a strong case to warrant signs for the tourist attraction.</p> <p>Applicants may contact the local Transport and Main Roads District office for more information prior to preparing a written case.</p> <p>Applicants should provide a comprehensive application demonstrating why they should be considered eligible. In these cases, the tourism merit for the proposed attraction will be determined by the local regional tourism organisation.</p> <p>In addition to meeting all the core criteria outlined in Section 5.2.1, a written case must be submitted:</p> <ul style="list-style-type: none"> • providing a detailed description of the attraction; for example, details about the type, nature, and significance of the attraction to visitors, supported with documented evidence – photographs, diagrams, and so on • describes the experience(s) offered to visitors, and • providing details on current visitation numbers.

5.2.3 Desirable criteria for individual tourist attractions

Table 5.2.3 provides further detail on the desirable criteria to be met for individual tourist attractions.

Table 5.2.3 – Desirable criteria for tourist signs – individual tourist attractions

National accreditation	
Desirable criteria	<p>The Australian Tourism Accreditation Program (ATAP) certifies tourism businesses that meet specific quality assurance criteria, ensuring they are committed to exceeding consumer expectations with great customer service and the highest standards of business practice.</p> <p>Currently, tourism accreditation is desirable but not essential. The accreditation will help identify the business is offering a high-quality bona fide tourism experience.</p>
Membership	
Desirable criteria	<p>It is desirable that tourist operators participate in the activities of the local and/or regional tourism organisation. The business should be listed on the relevant state / territory tourism organisation product database, which feeds the Australian Tourism Data Warehouse.</p>

5.2.4 Specific criteria for tourist product clusters

There are 'clusters' of tourist attractions with shared themes that exist at a much broader level than individual tourist attractions and can be signed as such.

These categories of tourist attractions include wine regions, historic towns, and national parks, and may be quite distinct in form and character from one another but still integral components of the tourist attraction sector.

All product clusters are expected to conform to the core criteria in Section 5.2.1 and the criteria outlined in the specific category. The product cluster specific criteria are detailed in Table 5.2.4.

Table 5.2.4 – Specific criteria for tourist signs – tourist product clusters

Historic towns and precincts	
Specific criteria	<p>Historic towns and precincts provide the opportunity to access clusters of heritage 'product'. It is expected that they will feature in-depth interpretation to highlight their historical significance. In addition to the core criteria outlined in Section 5.2.1, historic towns and precincts must meet the following:</p> <ul style="list-style-type: none"> the town / precinct has a concentrated number of heritage attractions recognised on the Queensland Heritage Register or by the relevant Federal Heritage office, and applications are endorsed by the relevant local authority and, in most cases, the Chief Executive Officer of the local council should be the Applicant.
Wine region	
Specific criteria	<p>Where there is a concentrated number of wineries, the local wine industry association may apply for regional signing; however, to justify regional signing:</p> <p>there needs to be a critical mass of at least four wineries and at least 75% of these needs to be open to the general public, without appointment, on any given day (including both days of the weekend). This is to provide a genuine tourism experience to the visitors for the whole day and ensure that their reasonable expectations will be met when they visit the district.</p> <p>To qualify for a wine region signage, the area must include the following:</p> <p>be recognised by Wine Australia and be identified with a regional name</p> <p>there must be a critical mass of at least four wineries and at least 75% of these needs to be open, without appointment, on any given day, including both days of the weekend, and</p> <p>be promoted as an integrated wine region; for example, a brochure / map available at the nearest visitor information centre, or an established website that includes printable information. It should include details of the wineries in the region and a map that provides clear navigation to the region without relying entirely on signs (indicating opening hours / days, contact details, winery locations and so on), and at all wineries that are part of the application for wine region signage.</p> <p>Note: Although it is necessary for wine regions to be recognised by Wine Australia, the official boundaries are not always suitable locations for welcome signs. Where possible, all wine region welcome signs should be within a short distance of the first winery, information bay or visitor centre. An information bay or visitor centre should be located at the beginning of the region, where relevant information can be obtained; for example, the number of wineries, operation hours, contact details and map showing indicative locations of the wineries and the overall region.</p>
Tourist town or precinct	
Specific criteria	<p>A tourist town or precinct is a geographical region that consists of a mixture of tourist products and experiences.</p> <p>These towns or precincts must provide an extensive range of services (dining, accommodation, and attractions) for visitors.</p>

FRASER COAST REGIONAL COUNCIL
ORDINARY MEETING NO. 2/25

WEDNESDAY, 26 FEBRUARY 2025

SUBJECT:	AMENDED COMMEMORATIVE PLAQUES AND TRIBUTE TREES POLICY
DIRECTORATE:	INFRASTRUCTURE SERVICES
RESPONSIBLE OFFICER:	DIRECTOR INFRASTRUCTURE SERVICES, Davendra Naidu
AUTHOR:	EXECUTIVE MANAGER OPEN SPACE & ENVIRONMENT, Max Corte
LINK TO CORPORATE PLAN:	Focused Organisation and Leadership. Demonstrate good leadership, and effective and ethical decision-making to foster confidence within our community.

1. PURPOSE

The purpose of this report is to seek Council approval to adopt the Commemorative Plaques and Tribute Trees Policy.

2. EXECUTIVE SUMMARY

The Commemorative Plaques and Tribute Trees Policy establishes a framework for the approval, installation, placement and maintenance of commemorative plaques and tributes in Fraser Coast Regional Council Parks and Open Spaces.

This report seeks Council approval to adopt the revised Commemorative Plaques and Tribute Trees Policy, replacing the Commemorative Plaques and Memorials Policy. Council previously considered a revised policy in September 2022 but requested further amendments to ensure the policy aligned with both current practice and established procedures.

The policy has been updated to improve clarity, consistency and alignment with Council objectives. Key changes include updates to terminology and the policy title, amendments to eligibility criteria, and refinements to procedural elements.

3. OFFICER'S RECOMMENDATION

That Council approve the amended Commemorative Plaques and Tribute Trees Policy (**Attachment 1**).

4. BACKGROUND & PREVIOUS COUNCIL CONSIDERATION

The Commemorative Plaques and Tribute Trees Policy establishes a framework for the approval, installation, placement and maintenance of commemorative plaques and tributes in Fraser Coast Regional Council Parks and Open Spaces.

Since 2019, Council has received 175 requests under this policy, resulting in the installation of 88 commemorative features during this timeframe. Figures in **Attachment 3** demonstrate the ongoing community interest and engagement, with half of applicants proceeding with commemoration.

In September 2022, Council considered a revised version of the Commemorative Plaques and Memorials Policy but resolved to request further amendments to ensure the policy aligned with both current practice and established procedures.

In response, Officers have undertaken a comprehensive review incorporating feedback from Councillors. The revised Commemorative Plaques and Tribute Trees Policy now reflects these changes and is presented for Council's consideration and adoption.

The resolution from the September 2022 meeting was as follows:

Council Resolution – 28 September 2022

ORD 11.3.2 Commemorative Plaques and Memorials Policy

RESOLUTION (George Seymour/Paul Truscott)

That Council:

1. *Notes the existing policy, and proposed amended policy, is inconsistent with existing practice and community expectations;*
2. *Continues with existing practice, that being, allowing memorials that are not linked with community groups;*
3. *Confirms that community groups are very important within the community, but should not be the determinative factor in the relevant policy;*
4. *Recognises that the death of a family member or friend can be a traumatic time for loved ones and considers that the number of enquiries regarding memorials is evidence of their assistance with our fellow community members dealing with grief; and*
5. *Be provided with a draft policy more consistent with existing and established practice.*

Carried (9/1)

5. PROPOSAL

As part of this policy review, significant structural and formatting changes have been made to improve clarity, accessibility and alignment with council objectives. The policy was also updated into Council's new policy template. Due to the extent of these revisions, a tracked change version would not effectively reflect the improvements and has not been provided.

This report summarises the key amendments to ensure transparency and clarity.

The amended Commemorative Plaques and Tribute Trees Policy has been provided in **Attachment 1** which will replace the existing Commemorative Plaques and Memorials Policy provided in **Attachment 2**.

5.1 Proposed Amendments

The following key amendments are proposed for approval:

1. Policy Objective and Terminology Updates

- The policy title has been updated to better reflect its purpose and scope.
- Change of language to minimise use of ‘memorialisation’ and instead utilises the term ‘tribute’ and ‘commemorative’ as is consistent with other Local Government Areas.
- Recognises the importance of plaques and commemorative features for remembering, celebrating and recognising the contributions of the region’s people, history, culture, events and organisations.

2. Review of Eligibility Criteria

- Acknowledges the Council resolution by reviewing eligibility and allowing commemorative features for individuals not linked to community groups.
- The removal of eligibility criteria for Tribute Trees.
- Provides a policy that is consistent with existing practice.

3. Structural and Procedural Refinements

- Focus on installation of ‘Tribute Trees’ to support Greening Fraser Coast and reduce maintenance costs associated with the installation of surplus open space furniture.
- Identifies key roles and responsibilities through the application process.
- Implements inscription guidelines for more appropriate messaging for public spaces.
- Provides recourse for the Executive Manager – Open Space & Environment to assess individual requests and manage preferred location as required.

4. Cost Recovery Adjustments

- Service fees have been reviewed and adjusted to reflect current cost of materials and delivery.
- The revised fee structure aligns with Council’s financial sustainability objectives while maintaining service availability.

5.2 Impact and Benefits

- Enhance accessibility for stakeholders.
- Align with Council’s strategic direction and legislative requirements.
- Ensure financial sustainability through appropriate cost recovery.

- Improve transparency and ensure consistent policy application.

6. FINANCIAL & RESOURCE IMPLICATIONS

A review of the service costs has identified that the previous fee structure did not adequately recover the costs associated with supplying and administering requests under this policy. To address this, the service fee for commemorative features has been adjusted, ensuring full cost recovery.

The cost associated with Tribute Tree's has been reduced to better support Greening Fraser Coast and reduce the maintenance costs associated with the installation of surplus open space furniture.

Commemorative Feature	2024/2025 Fee (inc GST)	2025/2026 Fee (inc GST)
Installation of commemorative plaque	\$200	\$300
Planting of tribute tree	\$790	\$300
Installation of commemorative seating	\$2,029	\$2,850
Installation of commemorative table setting	\$3,157	\$4,500

7. POLICY & LEGAL IMPLICATIONS

The head of power for this policy is the *Local Government Act 2009* and *Local Government Regulation 2012*.

8. RISK IMPLICATIONS

Whilst the amended policy expands eligibility, sites for commemorative features remain limited in popular locations and may result in disappointment from members of the community.

9. CRITICAL DATES & IMPLEMENTATION

If adopted, the amended Commemorative Plaques and Tribute Trees Policy will take effect from the date of adoption. All future applications and decisions will be assessed under the amended policy.

10. CONSULTATION


The development of the amended policy included engagement with Councillors to ensure the policy aligns with strategic objectives and community expectations. Councillors were consulted through a Concept Forum held in July 2024 to provide input on key changes.

11. CONCLUSION

The Commemorative Plaques and Tribute Trees Policy establishes a framework for the approval, delivery and maintenance of commemorative features in Fraser Coast Regional Council parks and open spaces. This report proposes amendments to the Policy to improve clarity, consistency, and alignment with council objectives.

12. ATTACHMENTS

1. Amended Commemorative Plaques and Tribute Trees Policy [↓](#)
2. Existing Commemorative Plaques and Memorials Policy [↓](#)
3. 2019 - 2025 Installed commemorative features list [↓](#)

	COUNCIL POLICY	
	Commemorative Plaques and Tribute Trees	
	Policy Number	CP066
	Directorate	Development and Community
	Owner	Executive Manager Open Space and Environment
	Last Approved	
	Review Due	

1. PURPOSE

This Policy provides a framework for the approval, installation, placement and maintenance of commemorative plaques, features and tribute trees within Fraser Coast Regional Council Parks and Open Spaces.

2. SCOPE

This Policy covers commemorative plaques, features and tribute trees located in Parks and Open Spaces within the Fraser Coast local government area, except for:

- roadside memorials, which are subject to paragraph 3, Schedule 4 of *Subordinate Local Law 1 (Administration) 2019*, and
- memorials in cemeteries, which are subject to Council's Policy "Burial Rights – Fraser Coast Regional Council Cemeteries."

3. HEAD OF POWER

Local Government Act 2009
Local Government Regulation 2012

4. DEFINITIONS

To assist in the interpretation of this Policy the following definitions apply:

"Commemorative Feature" means an object established in memory of a person, or an event, and includes seating, plaques, and tribute trees.

"Tribute Tree" is a tree planted within a designated public space to honour or commemorate an individual, group, or event. Tribute trees are maintained as part of the local government's public landscape, subject to site suitability, species selection, and ongoing management considerations.

"Community Group" is a community group that is registered as a community group and the person being nominated by the community group is a person who has worked with the community group which has provided a service to the community.

"Commemorative Plaque" means a flat tablet of metal which includes text that commemorates a person or an event and which is affixed to a parks bench seat. The text may also provide historical text or information relevant to its location.

5. POLICY STATEMENT

5.1. Policy Objective

Council acknowledges the importance of plaques and commemorative features for remembering, celebrating and recognising the contributions of the region's people, history, culture, events and organisations.

This Policy provides a consistent approach to the implementation of new and management of existing plaques and commemorative features.

This Policy recognises that the preferred location for memorialisation of individuals is within the grounds of one of the Fraser Coast's cemeteries. In circumstances outlined in this Policy, Council may consider granting approval for commemoration to individuals within Council Parks and Open Spaces.

5.2. Eligibility

Unless otherwise approved by Council resolution, commemorative features are to recognise:

- individuals or community groups with known contributions to the community of the Fraser Coast.
- an event or place that is of local or regional significance
- distinguished members of the public service e.g. Police, Defence Force, Health Services
- individuals who have made a significant contribution to cultural, political, or social development of the Fraser Coast community.

Approval of commemorative features may require evidence of local significance eg, accolades, awards or community support. Only one commemorative feature shall be approved per organisation or individual.

To better deliver Council's strategy for Greening Fraser Coast, and to provide a low-cost option to the community - no eligibility is required for the planting of a tribute tree.

Council accepts in good faith that information provided by the applicant is true and correct and accepts no responsibility for any dispute between relatives or the community over content or wording.

5.3. Supply and types of commemoration

Council will consider the following commemoration types:

- Tribute trees – supports Council's strategy for Greening the Fraser Coast
- Commemorative plaques installed on an existing parks bench seat and the Urangan pier
- Donation of a new parks bench or table setting with a commemorative plaque

Tribute Trees

A tribute tree is an environmental alternative to a commemorative plaque where the applicant has elected to nominate a tree due to lower fees and to contribute to the greening of the Fraser Coast Region.

1. Council will accept requests for tribute trees subject to the following conditions:
 - a. The tribute tree species planted will be a local native species agreed upon following consultation with the Supervisor – Natural Areas. Council will also consider the aesthetic and surrounding species of the area planted.
 - b. Payment in full of the current charge for the tribute tree is received prior to commencement of installation.
 - c. If Council is unable to fulfil the request by granting the requester's preferred location for a tribute tree, fees will be refunded.
 - d. No plaques will be allowed to be installed adjacent to or attached upon the tree planted.
 - e. The charge for the tribute tree in no way constitutes ownership of the tree, nor the land upon which it is situated.
2. Council will supply trees in 45 litre bags and the charge includes cost of the tree, installation and establishment at the location mutually agreed upon by the applicant and the Executive Manager - Open Space & Environment.

Commemorative Plaques

1. Council will accept requests for commemorative plaques subject to the following conditions:
 - a. The park or open space in question has an existing seat as outlined by the Fraser Coast Park Strategy 2041.
 - b. Bench seats are not to have multiple plaques and will not be approved if already utilised as a commemorative seat.
 - c. It is aesthetically appropriate, and that the plaque be installed at a location approved by the Executive Manager – Open Space & Environment.
 - d. Payment in full of the current charge for the commemorative plaque is to be received prior to commencement of installation.
 - e. If Council is unable to fulfil the request by granting the requester's preferred location for a tribute plaque, fee's will be fully refunded.
 - f. Plaques must be supplied by and at the expense of the applicant and must meet the inscription guidelines within this Policy.
 - g. The charge for the commemorative plaque in no way constitutes ownership of the park furniture, nor the land upon which it is situated.

- h. The application for commemorative plaques may be restricted in some parks as determined by the Executive Manager – Open Space & Environment to ensure a reasonable balance of amenities.

2. Inscription guidelines for commemorative plaques:

The Executive Manager – Open Space & Environment is responsible for approving the inscriptions on a requested tribute plaque in accordance with the following guidelines:

- a. Plaques must be 100mm x 50mm in dimension and made from marine grade stainless steel or anodised aluminium.
- b. Inscriptions on the plaque will be in the present tense and uplifting to honour the person who is the subject of the commemorative plaque. Memorialisation e.g. date of birth – date of death will not be permitted.
- c. A maximum of 3 lines and approximately 45 characters or 15 characters per line is recommended for aesthetic reasons.

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JOE BLOGGS
FOREVER IN OUR HEARTS

Donated commemorative seat/table settings

1. Council will accept requests for donated commemorative seating subject to the following conditions:
 - a. The park or location has space for a seat as determined by the Fraser Coast Parks Strategy 2041 and is relevant to the park hierarchy or function.
 - b. There is an established user need and is aesthetically appropriate for a commemorative seat to be installed as determined by the Executive Manager – Open Space & Environment.
 - c. The style of seat will be determined by the Fraser Coast Parks Strategy 2041 embellishments standards or the relevant landscape plan.
 - d. Payment in full of the current charge for the commemorative seat is to be received prior to commencement of installation.
 - e. If Council is unable to fulfil the request by granting the requester's preferred location for the commemorative seat fee's will be fully refunded.
 - f. Plaques for the commemorative seat must be supplied by and at the expense of the applicant and must meet the inscription guidelines within this Policy.
 - g. The charge for the donated commemorative seat in no way constitutes ownership of the seat, nor the land upon which it is situated.
 - h. The application for donated commemorative seats may be restricted in some parks as determined by the Executive Manager – Open Space & Environment to ensure a reasonable balance of amenities.

2. Inscription guidelines for commemorative seating:

The Executive Manager – Open Space & Environment is responsible for approving the inscriptions on a commemorative seat in accordance with the following guidelines:

- a. Plaques must be 100mm x 50mm in dimension and made from marine grade steel or anodised aluminium.
- b. Inscriptions on the plaque will be in the present tense and uplifting to honour the person/event subject to the commemorative plaque. Memorialisation e.g. date of birth – date of death will not be permitted.
- c. A maximum of 3 lines and approximately 45 characters or 15 characters per line is recommended for aesthetic reasons.

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5.4. Fees

Applicants are responsible for supplying and paying for commemorative plaques.

Fees and charges relating to this Policy are published in Council's Schedule of Fees and Charges.

Should Council agree through resolution to install another type of commemorative feature other than those listed above, the applicant will be responsible for meeting the cost of purchasing and installing the asset.

5.5. Application process

1. Completed application form to be submitted to Council.
2. The application should nominate the preferred suburb or location for the commemorative feature to be situated.
3. Open Space & Environment - Business Support Officer will consult with the applicant on available sites and assist with the planning and installation of the commemorative feature.

5.6. Assessment

The Executive Manager Open Space and Environment, or delegate, will decide an application based on this Policy, and approve it with conditions or reject it for the reasons stated.

Decisions will be notified in writing.

5.7. Maintenance, renewal, and disposal

- Council will maintain commemorative plaques (at no additional cost to applicant) on the nominated existing seat for a minimum 10-year "term" in its original location, or in an area near its original location.

- Council may remove or relocate a commemorative feature due to planned park upgrades, or future master planning considerations.
- If a commemorative feature is required to be removed, Council will endeavour to contact the donor and return any plaques but cannot guarantee that this will always be possible.
- Council is under no obligation to replace a commemorative feature or tribute tree if it is vandalised, stolen, or damaged because of exposure to the elements, or removed as part of the normal asset management life cycle.
- The Executive Manager – Open Space & Environment may elect to not replace a commemorative feature that has reached the end of its term for reasons of security, safety, park reconfiguration or maintenance issues.

5.8. Reporting

Council will maintain a database, with photos, and GPS location of installed commemorative features.

6. ASSOCIATED DOCUMENTS

Local Law 1 (Administration) 2011

Subordinate Local Law 1 (Administration) 2019

Local Law 4 (Local Government Controlled Areas, Facilities and Roads) 2011

7. REVIEW

This Policy will be reviewed when related legislation/documents are amended or replaced, other circumstances as determined from time to time by Council or at intervals of no more than three years.

Version Control

Version Number	Key Changes	Approval Authority	Approval Date	Document Number
1	New Policy	Council	26/06/2019	3464153v1
2	Updated Policy – incorporating Councils resolution on 28 September 2022	Council		3464153



COUNCIL POLICY

Policy Title: COMMEMORATIVE PLAQUES AND MEMORIALS POLICY

Policy Subject: Parks

Policy No: #3464153v7 – CP066

Directorate: Development & Community

Department: Open Space & Environment

Section: Parks

Responsible Officer: Executive Manager Open Space & Environment

Authorised by: Director Development & Community

Adopted Date: 26/06/2019

Review Date: 26/06/2022

Amended Date: 23/09/2020

Risk Assessment: Low

OBJECTIVE:

To provide guidelines for the approval, construction, placement and maintenance of commemorative plaques and memorials throughout the Fraser Coast Regional Council area.

The Policy intent is that new commemorative features will accord with Council's Parks Hierarchy and be incorporated in areas where new or replacement capital projects are planned rather than in new areas to ensure that additional commemorative features do not add an additional maintenance cost beyond that already factored in Council's long term planning.

The policy also recognises through the provision of plaques and memorials those that have passed away on Council property.

POLICY: COMMEMORATIVE PLAQUES AND MEMORIALS POLICY**Philosophy**

To ensure that commemorative plaques, memorial seating and related, are considered for approval in a consistent manner in accordance with Council's parks hierarchy, with consideration given to practicality of management, standard sizing, format and location for the Region. The focus of new commemorative features is to incorporate them into planned Council capital projects where appropriate rather than creating new or additional assets.

Role

This policy will guide and set parameters for the installation of memorial seats and the placement of plaques on particular items of park furniture and assets throughout Council managed public spaces within the Fraser Coast Local Government Area.

Authorities & Responsibilities

Administered by the Open Space & Environment Department through delegation by *Executive Manager - Open Space & Environment*.

Scope & Activities

1. Completed *Application Form* to be submitted to Council, detailing the reasons for the request to install a *commemorative plaque, bench seating or table setting*.
2. *Commemorative plaques ("plaques")* are to recognise community groups (but may include individuals nominated for services to a group/organisation, if nominated by the organisation) or donations by community groups only, unless otherwise approved by Council resolution.
Commemorative plaques may also recognise persons who have passed on Council managed land at the discretion of the authorising officer.
3. The application must nominate the preferred suburb, location or Pier/Jetty for the plaque or memorial to be situated. However, the final location of the approved site will be at Council's discretion (Pier/Jetty locations available for plaque placements only - not furniture.)
4. Memorial bench seating or table settings (or other assets) can be utilised to recognise individuals. However these can only be established as part of a scheduled renewal or replacement of existing assets, or as a contribution toward the cost of planned new capital works (i.e. paying for the value of a new table or bench, which is already planned for construction).
5. If proposed purpose/location deemed appropriate, Council will refurbish existing setting or purchase and install a memorial seat or table setting or other asset at a cost to the applicant (only as part of Council's existing renewal & replacement program, or a new capital project).
6. Any installations, renewals or replacements must be done so that designs, colour and pallet used are consistent with Council's relevant technical specifications and style guides.
7. Once donated and installed the bench seat, table or other asset becomes the property of Fraser Coast Regional Council.
8. Ongoing maintenance of the asset is undertaken by Council (at no additional cost to applicant) and in accordance with asset management standards framework.
9. Plaques must be supplied by the applicant and are to conform to the correct dimensions applicable to the design construction standard and materials as specified hereunder by Council.
 - a) Plaque maximum size of 150mm x 50mm for seats and table settings. Plaque maximum size of 100mm x 50mm for Pier/Jetty installation. Plaques are required to be marine-grade stainless steel.
 - b) Plaque is to be supplied by the applicant at their cost and installed by Council with anti-vandal screws.
10. Council is under no obligation to replace the structure or plaque if vandalised, damaged, stolen, or removed as a result of weather events and/or natural disasters. Council may also be required to remove or relocate the asset in the future due to planned park upgrades, or future master planning considerations.
11. If the asset is required to be removed, Council will make every endeavour to contact the donor and return donated plaques (and furniture if appropriate) but cannot guarantee that this will be possible in all cases.

12. Plaques, memorials, and associated assets/furniture are not in perpetuity.
13. Only one plaque shall be approved per organisation or individual per asset/location.
14. Council accepts in good faith that information provided by the applicant is true and correct, and accepts no responsibility for any dispute between relatives or the community over memorial content or wording.
15. Favourable consideration will be given to the planting of memorial trees in suitable locations (as determined by Council) across the Fraser Coast Region (i.e. Parks, reserves etc.). Council encourages this option, as it is sustainable, and in keeping with Council's direction for a greener Fraser Coast:
 - Planting and installation of a tree at a cost as detailed in Council's current Fees and Charges (factoring in follow establishment costs).
 - Tree will be 45 litre bag size.
 - Tree will include a 300mm x 300mm plinth, plaque to be provided by applicant.

Reporting Standards

A central database, with photos, and GPS location to be maintained by Open Space & Environment.

HEAD OF POWER:

Local Government Act (Qld) 2009
Local Government Regulation (Qld) 2012

RELATED LEGISLATION:

Land Act (Qld) 1994
Land Act Regulation (Qld) 2009

RELATED DOCUMENTS (LOCAL LAWS, POLICIES, DELEGATIONS, ETC):

- Local Law 1 (Administration) 2011
- Local Law 4 (Local Government Controlled Areas, Facilities and Roads) 2011

ATTACHMENT TO POLICY:

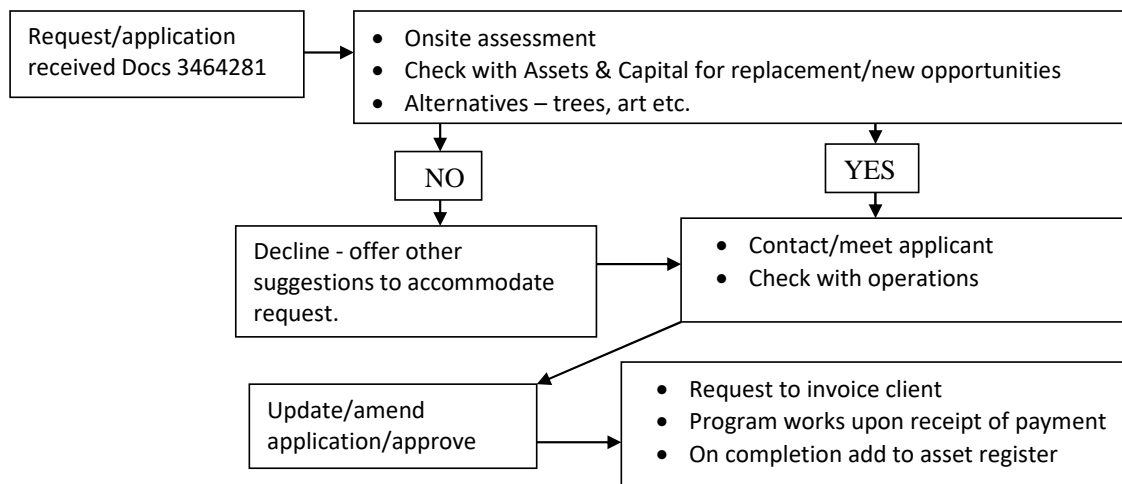
- Application for Commemorative Plaque or Memorial Docs #3464281

HISTORY:

Rev 1.0 - Prior to drafting of this policy there has been no formal process.

Amended: N/A

Decision matrix and process:



FY	Commemorative Type	Location	Approved Requests
2019-2020	Plaque	Urangan Pier	4
	Plaque Refurbished	Ron Beaton Park	1
	Plaque Refurbished Due to Vandalism	Esplanade	1
	Seating with Plaque	1 x Botanic Gardens - 3 Esplanade	4
	Seating Refurbished Due to Vandalism	Esplanade (Opp. 56 Esplanade)	1
	Seating with Plaque Refurbished		2
	Tree	Lions Park Burrum Heads - Botanic Gardens x 2 - Petersen Park - Queens Park	5
	Zonta Red Seat	Hervey Bay Neighbourhood Centre	1
			19
2020 - 2021	Plaque	Urangan Pier x 3 - Pioneer Park Tinana	4
	Plaque Refurbished	Tuan	1
	Seating with Plaque	The Pines, Scarness Caravan Park	2
	Tree	Lions Park Burrum Heads - Botanic Gardens	3

			10
2021 - 2022	Plaque	Urangan Pier - ANZAC park table MB	5
	Plaque Refurbished	Scarness, Nielsen's Park, Esplanade	3
	Plaque Removal	Urangan Pier	1
	Seating with Plaque	Ron Beaton, Scarness, Arkarra Lagoon, Lions Park, The Gables	5
	Seating with Plaque Refurbished	Esplanade	1
	Tree	Dayman Park, Scarness, Botanic Garden	3
			18
2022-2023	Plaque	Urangan Pier, The Gables	5
	Plaque Refurbished	Esplanade	2
	Seating with Plaque	Maaroom Foreshore, Aquavue, Ron Beaton Park, Pines Park	4
			11
2023-2024	Plaque	Urangan Pier, Point Vernon	6
	Plaque On Existing Seat or Table	Queens Park, Ululah Walkway Queen Street, Tiaro Historic Post Office, Esplanade, Dayman Park	6
	Plaque Refurbished	Urangan Pier	3
	Seating with Plaque	Ron Beaton Park, Esplanade	2

	Seating with Plaque Refurbished	Pialba	1
	Seating Refurbished Due to Vandalism	Point Vernon, Esplanade	2
	Memorial Refurbished	Bridge Creek Memorial Bridge	1
			21
2024-2025	Plaque	Urangan Pier	1
	Plaque - Future Placement	Urangan Pier	1
	Plaque On Existing Seat or Table	Lion Park, Point Vernon, Lower Dayman Park	3
	Plaque On Existing Plinth	Lower Dayman Park Foreshore	1
	Plaque Refurbished Due to Vandalism	Urangan Pier	1
	Seating with Plaque	Botanic Gardens	1
	Tree	Fixter Park	1
			9

FRASER COAST REGIONAL COUNCIL
ORDINARY MEETING NO. 2/25

WEDNESDAY, 26 FEBRUARY 2025

SUBJECT:	PROPOSED CHANGES TO WASTE FEES AND CHARGES 2024/25
DIRECTORATE:	WATER & WASTE SERVICES
RESPONSIBLE OFFICER:	DIRECTOR WATER & WASTE SERVICES, Mark Vanner
AUTHOR:	WASTE CONTRACTS & ADMINISTRATION COORDINATOR, Billy Gumburd
LINK TO CORPORATE PLAN:	Focused Organisation and Leadership. Ensure sound financial management to maintain our long-term financial sustainability.

1. PURPOSE

This report proposes several amendments to the 24/25 Fees and Charges Schedule for waste disposal at Council waste facilities.

2. EXECUTIVE SUMMARY

Council has undertaken a review of several waste and resource recovery charges for services provided at Council's Waste Facilities. This review followed recent changes from waste and recycling processors that has resulted in an increase in processing costs that are no longer recovered by the disposal charge. The review also evaluated the impact of the significant increase in non-waste related visits to the Fraser Coasts major waste facilities at Nikenbah and Maryborough for customers seeking to use weighbridges.

This report proposes several amendments to the Schedule of Fees and Charges 24/25 for services provided at waste facilities.

3. OFFICER'S RECOMMENDATION

That Council:

1. Adopt the revised Waste Fees and Charges detailed in this report and incorporate them into the 2024/25 fees and charges
2. Apply the revised charges from Monday 3 March 2025.

4. BACKGROUND & PREVIOUS COUNCIL CONSIDERATION

At its Special meeting held on 19 June 2024 Council adopted the 2024/25 Schedule of Fees and Charges. The schedule includes waste and resource recovery charges for services provided at Council's Waste Facilities.

Several fees and charges were recently reviewed after Council was notified of changes to the acceptance criteria of metals from shredded mattresses, and of price increases that would be applied from sub-contractors processing timber.

During this review, Council also completed a waste fee benchmarking assessment with other waste management facilities in the region, as well as evaluated the impact of heavy vehicles accessing the sites for non-waste related weighbridge tare requests.

This waste fee review highlighted that some of Councils 24/25 Waste Fees and Charges no longer cover the cost to manage/process some waste types, several waste charges are considerably cheaper than comparable regional waste facilities, and increased visitation for non-waste related weighbridge tare requests increased congestion at already busy sites and was contributing to additional wear and tear of the roads without proper compensation in charges.

5. PROPOSAL

This report proposes amendment to several waste and recycling fees and charges to address the issues detailed in this report. The table displayed within the Financial and Resource Implications (section 6) of this report outlines the current and amended charge. Should Council decide to endorse the proposed changes, direct processing costs for processing mattresses and timber will be recovered, aligning with the user pays principles.

The introduction of a Commercial Public Tare rate will either reduce the heavy vehicle traffic flow through the major facilities or increase Councils financial return to enable funds to be able to suitably maintain waste road infrastructure.

6. FINANCIAL & RESOURCE IMPLICATIONS

The review proposed the following changes:

FEE NAME	CURRENT CHARGE	\$ INCREASE	PROPOSED CHARGE	COMPARISON CHARGES
Domestic Waste - <25kg (no more than a 240L wheelie bin full)	\$7.00	\$3.00	\$10.00	\$10.00, \$13.00, \$15.00
Small load (240L wheelie bin or up to 50kg) - Each	\$14.00	\$1.00	\$15.00	\$10.00, \$15.00, \$18.00
Mattress – each	\$14.00	\$6.00	\$20.00	\$20.00, \$22.00, \$30.00 <i>Mattress processing is currently in the order of \$27 per mattress.</i>
Clean Timber volumes up to 4m3 or 1 tonne	\$7.00	\$3.00	\$10.00	\$50 per tonne <i>Clean timber processing rate currently \$42 per tonne.</i>

FEE NAME	CURRENT	\$ INCREASE	PROPOSED
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	CHARGE		CHARGE
Public tare – commercial NEW FEE (domestic tare fee to remain)	\$6.50	\$23.50	\$30.00
COMMENTS	<p>Providing public tare is not a core service of the weighbridge at a waste facility.</p> <p>Council has seen this service increase significantly at both of Councils weighbridge sites for commercial customers. In Q1 23/24 there were 213 tare transactions with this figure up to over 387 in Q1 24/25.</p> <p>The increased number of heavy vehicles using this service is impacting internal road surfaces at both sites, and traffic flows on already very busy waste facilities.</p> <p>This proposed increase better reflects the fee for service noting the issues above.</p>		

Based on current transactional data, these proposed increased waste charges will provide a positive financial return to Councils Waste Gate takings for the remainders of the 24/25FY.

7. POLICY & LEGAL IMPLICATIONS

It is proposed that these amended charges are updated within Councils 2024/25 Schedule of Fees and Charges Document, as well as Council Waste Fees and Charges Fact Sheet.

These amendments to disposal charges fall within the Legislative requirements on the Local Government Regulations 2012, Chapter 3, Part 2.

8. RISK IMPLICATIONS

A risk assessment has been conducted, and a number of risks have been identified outside the risk appetite. These include:

Risk Category	Risk Description	Mitigation Action
Financial	By not increasing the listed waste types, Council will cross subsidise the processing costs associated with the Mattress and Timber disposal until 1 July 2025 where new charges will take effect.	Increasing the charges will ensure processing costs are recovered aligning with the user pays principle.
Infrastructure and Assets	By continuing to allow heavy vehicles to tare there loads at Council major facilities, Waste Road infrastructure will continue to degrade and require additional funds to repair and maintain.	Increasing the changes may deter commercial operators from using the facility, reducing the wear and tear caused by screw turning and general heavy vehicle movements.

9. CRITICAL DATES & IMPLEMENTATION

Upon endorsement of this report, Council will update the 24/25 waste fees and charges fact sheets, as well as Councils weighbridge software to enable price adjustments to take effect Monday 3 March 2025.

10. CONSULTATION

During the review, consultation was undertaken with both internal and external stakeholders including, other waste facilities in the region.

Internal consultation was undertaken with key stakeholders including, gatehouse operators, finance, customer service and media team representatives which will ensure a streamlined transition both administratively and operationally of those increases once endorsed.

11. CONCLUSION

A comprehensive assessment of Councils processing expenditure and gatehouse returns has been completed. This assessment highlighted some financial and non-financial risks Council may be exposed to by not bringing forward some prices increased to align with some of these findings. As such, this report recommends price adjustments are brought forward to reduce the financial and non-financial risks associated with these waste types.

12. ATTACHMENTS

Nil

FRASER COAST REGIONAL COUNCIL
ORDINARY MEETING NO. 2/25

WEDNESDAY, 26 FEBRUARY 2025

MOTION OF WHICH DUE NOTICE HAS BEEN GIVEN

**SUBJECT: REQUEST FOR REPORT REGARDING COMMUNITY GARDEN SITE ON
 ENDEAVOUR WAY, ELI WATERS**

Councillor Lachlan Cosgrove has given notice of the following motion:

MOTION

That Council be provided with a report that:

1. Details the history, management & status of the community garden site on Endeavour Way, Eli Waters, and
2. Provides options, including cost estimates, to decommission the site to provide improved community use and enjoyment.

BACKGROUND

A fenced space designated as a "Community Garden" does not operate as such. The site sits unused and could be opened up for greater community benefit.