

### Recommended priorities

Refer to Table 4 for the Fraser Coast Regional Council area recommended priorities.

Recommended priorities to increase capacity and meet demand have been defined over the following time scales:

- Priority 1 (P1) These sites are needed to meet existing demand.
- Priority 2 (P2) Assuming that the priority 1 sites are implemented, these sites are expected to be needed to meet additional demand over the five years ending 2021.
- Priority 3 (P3) Assuming that the priority 1 and 2 sites are implemented, these sites are expected to be needed to meet additional demand over the subsequent five years, that is 2021 to 2026.
- Priority 4 (P4) These sites are those that will meet future demand, but are not expected to be required before 2026 in demand terms but may be brought forward for construction for other reasons.

Table 4 – Recommended priorities to increase capacity, Fraser Coast Regional Council area

Priority	Sites
Priority 1 (as soon as possible)	Beaver Rock – expand facility to 4-lanes with a heavy duty pontoon and 90 CTU spaces.
	New facility at Poona Creek, Poona – 2-lane ramp with 45 CTU spaces and a feasibility study to determine if a floating walkway is viable.
	New facility at Beelbi Creek – formalise facility to 1-lane ramp with an all-weather parking area for 10 to 15 CTUs.
	March Street, Maryborough – replace existing jetty with a pontoon.
Priority 2 (over the next five years)	River Heads (Stage 1) – acquire land to provide car-only parking for ferry users and convert existing parking to CTU spaces where possible.
	South Street, Maryborough – expand facility to 3-lanes with an existing floating walkway and formalise parking to achieve 70 CTU spaces.
Priority 3 (over the next five to ten years)	River Heads (Stage 2) – reclaim land to expand parking area and expand western ramp to 4-lanes with a floating walkway.
	Lenthalls Dam – expand ramp to 2-lanes and parking to 45 CTU spaces.
Priority 4 (other)	Howard, Power House Road – acquire land to expand parking to approximately 60 CTU spaces and expand ramp to 3 near all-tide lanes.
	Maaroom – formalise parking to 45 CTU spaces.
	Lions Park, Burrum Heads – install a pontoon for deep-draught vessel and tender access.

- provide open-water access, or access to estuarine reaches of the numerous river and creek systems – some facilities providing access to both, such as River Heads, Beaver Rock and the Burrum Heads facilities.

Research referenced in the previous demand assessment study (GHD, 2011)<sup>1</sup> indicated that boat owners were prepared to travel up to approximately one hour to reach major or preferred marine infrastructure. In many locations, this infrastructure is represented by facilities that provide all-tide, or near all-tide, open-water access.

Between the NSW border and Port Douglas, TMR has therefore adopted a long term strategy to seek to provide access to an all-tide, sheltered facility, within a one-hour drive time where practical. Exceptions to the strategy include where all-tide, sheltered access is not feasible. In these instances, sites that provide near all-tide sheltered access are sought instead.

All-tide, open-water access is provided at Urangan Boat Harbour which is within approximately 1-hours' drive of main population areas to the north of the LGA. Southern communities of Fraser Coast LGA are just over an hour from the Urangan Boat Harbour, however these communities can access Snapper Creek (Tin Can Bay) state boat harbour, which is within approximately 1-hours' drive to the south in Gympie Regional Council.

The public deep-draught vessel landings within the LGA comprise two pontoons in Urangan Boat Harbour and a jetty in the city reach of the Mary River. The Urangan pontoons were originally installed as boat ramp queuing facilities. Floating walkways are planned in the current MICMP as at December 2016 to improve safety and efficient queuing at the boat ramps.

The March St, Maryborough landing is reaching the end of its design life and is recommended for replacement with a pontoon.

## 3.2 Key issues and hotspots

The primary issues raised by stakeholders around access to recreational boating facilities in the Fraser Coast Regional Council area are centred on capacity and accessibility.

### 3.2.1 Capacity

Overcrowding at certain facilities was raised by many stakeholders. Most of the overcrowding centred on facilities providing all-tide or near all-tide, open-water access, with Urangan Boat Harbour, River Heads and Gatakers Bay being the sites of main concern. Importantly, stakeholders identified that these facilities were not currently used to their full potential due to insufficient parking for CTUs.

Crowding at River Heads was identified as being of major concern, with the parking area currently catering for the recreational boating facility and for commuter/tourist cars parked by people using the ferry to Fraser Island. Due to the highly small and geographically constrained parking area, conflicts over parking can occur with cars occasionally parking in CTU spaces.

### 3.2.2 Accessibility

A key issue raised by stakeholders is the limited accessibility of several boating facilities due to either parking limitations, which reduces the number of boat users who can access the facility, or tidal limitations, which limit the time the facility is usable to reach open-water. The facility particularly identified by stakeholders as providing very limited access to open-water is at Poona, which is highly tidally-restricted and has constrained CTU parking.

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<sup>1</sup> GHD (2011) Recreational Boating Facilities Demand Forecasting Study. Report prepared for TMR, September.

## 7.2 Recommended priorities

Table 16 – Recommended priorities to increase capacity, Fraser Coast Regional Council area

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Priority 1 (as soon as possible)	Beaver Rock – expand facility to 4-lanes with a heavy duty pontoon and 90 CTU spaces.
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	New facility at Beelbi Creek – formalise facility to 1-lane ramp with an all-weather parking area for 10 to 15 CTUs.
	March Street, Maryborough – replace existing jetty with a pontoon.
Priority 2 (over the next five years)	River Heads (Stage 1) – acquire land to provide car-only parking for ferry uses and convert existing parking to CTU spaces where possible.
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	Lenthalls Dam – expand ramp to 2-lanes and parking to 45 CTU spaces.
Priority 4 (other)	Howard, Power House Road – acquire land to expand parking to approximately 60 CTU spaces and expand ramp to 3 near all-tide lanes.
	Maaroom – formalise parking to 45 CTU spaces.
	Lions Park, Burrum Heads – install a pontoon for deep-draught vessel and tender access.

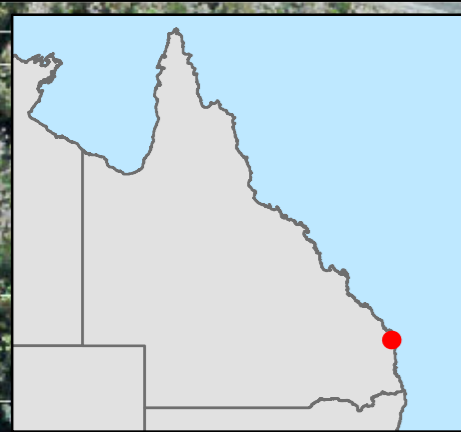
## 7.3 Capacity evaluation incorporating development priorities

The effective lane capacity has been reassessed to incorporate the delivery of the recommended development priorities as shown in Table 17, and described in detail in the following sections. The increase in effective lanes gained by each recommendation is shown in the relevant table for that recommendation.

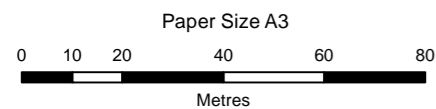
Table 19 – Priority 1 – Poona Creek

Site name	Poona Creek
Existing formal facility?	No
Location	Poona Creek, Poona, approximately 1.3km west of the existing facility, on the power line access road
Current tidal status	Part-tide, depth-limited open-water access
Site characteristics	<p>The site is currently an informal launch/retrieval area located approximately 2km upstream in Poona Creek. The site is located adjacent to a power line route and there is a cleared, unformed parking area and access road.</p> <p>The site is towards the southern end of the Great Sandy Strait, with access to open-water through the channel between Fraser Island and Inskip Point, dependent on weather conditions.</p> <p>The location, whilst still only providing part-tide access to open water, offers a greater tidal access range than is currently provided at the existing Poona facility. The existing Poona facility is exposed to wind and wave action from the north, east and south, and is not positioned in the Poona Creek channel, highly limiting the usability of the ramp.</p>
Proposed works	<p>Construction of a 2-lane ramp and formalisation of the parking area to create approximately 45 CTU spaces.</p> <p>Conduct a feasibility study to determine if it is possible to install a floating walkway.</p>
Increase in effective lanes provided by works	Between 1 and 1.5 effective lanes
Rationale	<p>The existing Poona ramp is highly tidally constrained, with limited access to both open-water and estuarine environments. The existing facility is exposed to wind and wave action from the north, east and south and is also limited by parking, minimising the opportunity for expansion.</p> <p>Construction of a new facility in Poona Creek would provide a larger tidal window for launching and retrieval, and access to estuarine and open-water environments.</p> <p>The potential site has an existing service road and cleared area that will assist in reducing costs of vegetation clearing.</p>
Environmental and planning constraints	<p>Native title claim NNTT QC2009/005 Butchulla Land &amp; Sea Claim #2. DATSIP Cultural Heritage Database search recommended.</p> <p>Within Nationally important wetland – Great Sandy Strait – GBR/wetland/threatened flora and fauna– if the works are likely to impact on MNES, a referral under the EPBC Act must be made to DEE.</p> <p>Category B remnant vegetation mapped over site, being least concern RE 12.1.2. Exemptions apply for clearing native vegetation on land generally that is clearing for the construction or maintenance of community infrastructure mentioned in Shd 2 of SP Reg that is government supported transport infrastructure.</p> <p>Marine plants may be present within the site. Removal of marine plants will require an Operational Works permit for the for removal, destruction or damage of marine plants under SP Act (Shd 3 Table 4 Item 8 of SP Reg). May be self-assessable if works can comply with Shd 3 Table 4 item 4 (b) and (d) of the SP Reg.</p> <p>Operational Works for tidal works or works within a coastal management district is triggered under SP Act for the works in the tidal area. Works are self-assessable if the work is</p>

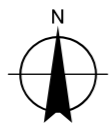
Site name	Poona Creek	
	<p>mentioned in a code for the self-assessable operational work declared under the CPM Reg to be a code for IDAS (SP Reg Shd 3 Part 2, Table 4 Item 8 (b)).</p> <p>Environmental Relevant Activity 16 extracting and screening activities for dredging more than 1000 tonnes of material in a year may be triggered depending on works (SP Reg Shd 3, Table 2, Item 1).</p> <p>Within a high risk flora trigger area. Within a flora trigger area and flora appears to be established 'in the wild'. Site survey required per EHP Flora Survey Guidelines- Protected Plants and report submitted to EHP prior to construction. If clearing is to be undertaken within the road reserve and if it is undertaken by TMR, an NC Act clearing permit will not be required. If clearing is to occur outside of the road reserve, an NC Act clearing permit will be required. TMR's 'Species Management Program for Tampering with Animal Breeding Places' and 'Protected plant exemption' agreement may apply depending on works.</p> <p>The proposed works are located within the Great Sandy Strait Marine Park. Marine Park Permits may be required for any works that occur within the Marine Park.</p> <p>The proposed works are located within the rural zone under the Fraser Coast Planning Scheme: An MCU is exempt for a 'utility installation' in the rural zone.</p> <p>The operational works are exempt from assessment against the local planning scheme as the works would be undertaken by or on behalf of a public sector entity (TMR) (Shd 4 Table 4 (1) of SP Reg).</p> <p>Reserve/Unallocated state land tenure.</p>	
Consultation feedback	Fraser Coast Regional Council requires additional information to assess whether the presented priority recommendations represent the most beneficial options to meet demand within the LGA. In particular, feasibility assessments may be required for some of the recommended priorities to better inform Council's views.	
Indicative cost (excl. GST) (to ±50%) (excludes feasibility study)	Water-based infrastructure	\$390,000
	Land-based infrastructure	\$1,370,000



Based on or contains data provided by the State of Queensland (Department of Natural Resources and Mines) 2016. In consideration of the State permitting use of this data you acknowledge and agree that the State gives no warranty in relation to the data (including accuracy, reliability, completeness, currency or suitability) and accepts no liability (including without limitation, liability in negligence) for any loss, damage or costs (including consequential damage) relating to any use of the data. Data must not be used for direct marketing or be used in breach of the privacy laws.



Paper Size A3  
 Map Projection: Transverse Mercator  
 Horizontal Datum: GDA 1994  
 Grid: GDA 1994 MGA Zone 56



LEGEND

- Populated Places
- State controlled road
- Carpark
- Boat Ramp
- Cadastre



Department of Transport and Main Roads  
 Queensland Recreational Boating Demand Study

Job Number 41-30098  
 Revision B  
 Date 15 Dec 2016

Boating facility  
 Poona Creek