



# FNQROC STRATEGIC REGIONAL OPPORTUNITIES

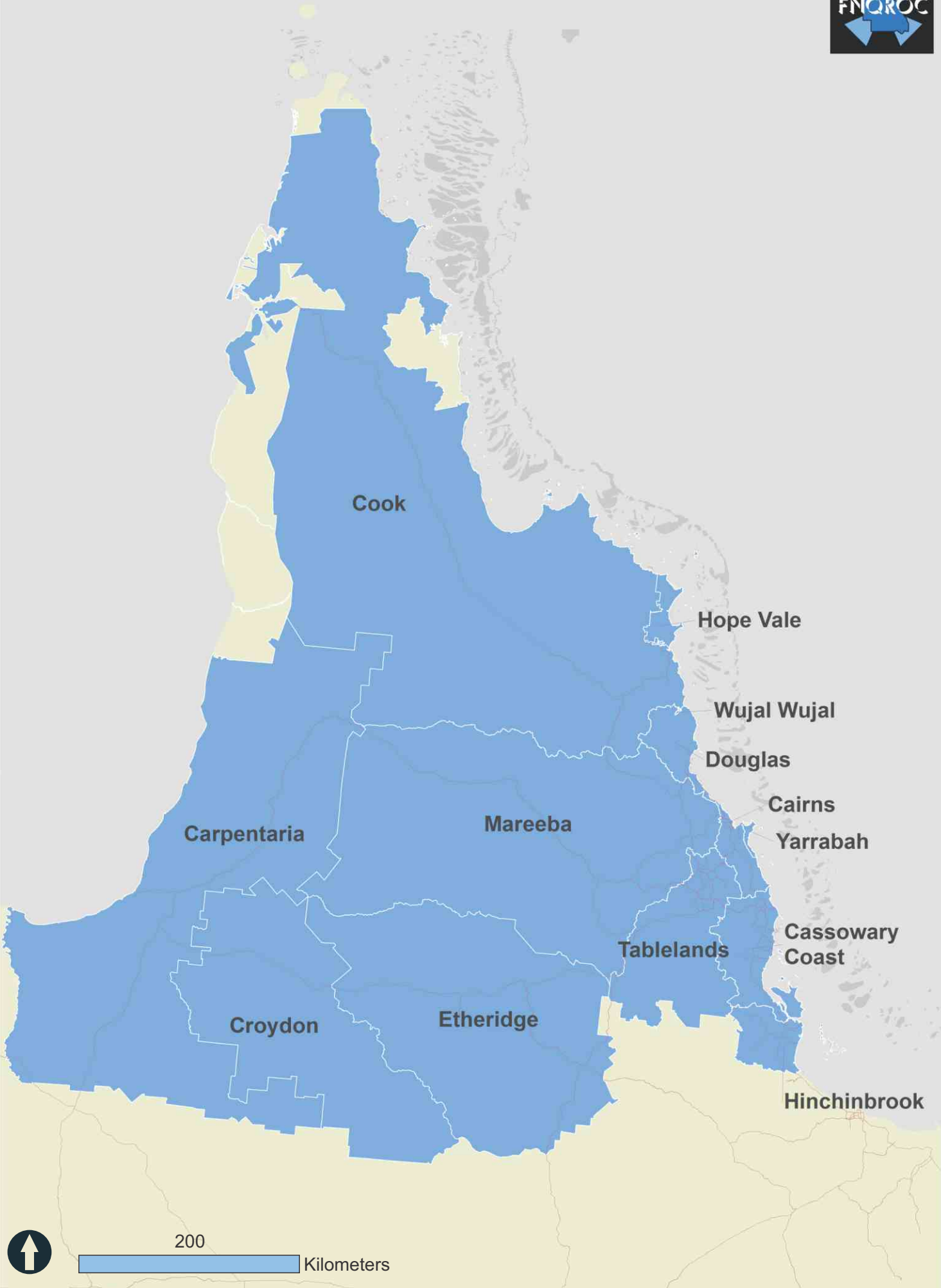
*Strategic Regional Opportunities to advance  
FNQROC Strategic Goals*

October 2017





[www.fnqroc.qld.gov.au](http://www.fnqroc.qld.gov.au)



*The desire to change, begins with a journey, down the road of discovery...*

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## Introduction

The FNQROC was established in the 1980s and is currently the largest regional organisation of councils in Queensland by way of Council members (13). It extends over 320,000 square kilometers with a population of approximately 273,000. Gross regional product is \$14,850 billion<sup>1</sup>

In 2016 the FNQROC reviewed and updated its constitution set out in its Charter FNQROC ([www.fnqroc.qld.org.au](http://www.fnqroc.qld.org.au)).

The FNQROC has subsequently reviewed its strategic and operational plans. Its strategic goals are summarised in this introduction.

FNQROC advocates on behalf of and provides a range of appropriate regional services for its member Councils. Its vision and mission are as follows:

**Vision:**  
Sustainable Economic Growth and  
Development for Far North Queensland

**Mission:**  
Advocate on behalf of and foster cooperation  
and resource sharing between FNQROC members

The thirteen Councils in Far North Queensland see an opportunity to capitalise on the Federal and State Governments focus on northern Australia and in particular northern Queensland. Our emphasis is on utilising existing assets, identifying our gaps and working collaboratively to support sustainable economic growth and development for Far North Queensland.

### Transport

History tells us that investment in transport infrastructure is a vital precursor to the economic growth and development of a region and the nation. Until this investment is made the FNQ region will fail to deliver on its vast potential. Resilient transport infrastructure to ensure connectivity across the region is essential; the current situation however is far from satisfactory and the state of the roads and ports is an inhibitor to further exploit the vast untapped potential that FNQ North Queensland offers.

### Water and Energy

Reliable and affordable water and energy is also essential for the FNQ region if it is to have sustainable economic growth and development. COAG policies including Northern Australia White Paper, Regionalisation, Asian Market Access and Indigenous Advancement have identified the strategic importance of FNQ to economic and social development. FNQ has seasonal over and under water supply, bulk storage and control via new and enlarged dams is a key solution and offers the collateral benefits of hydroelectric power, tourism and lifestyle opportunities.

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<sup>1</sup>National Institute of Economic and Industry Research (NIEIR) 2015/16.

## Environment

Our region's world renowned natural assets, natural resources and environment are key factors in the economic success of the region. The region includes two World Heritage listed areas, the rainforests of the Wet Tropics and the reefs and waters of the Great Barrier Reef (GBR). To the west we have the Gulf Rivers Strategic Environment areas.

The economic success of our natural assets is evidenced by the growth in our largest industry, tourism, which is valued at over \$3.1 billion dollars. This is in addition to the contributions from the region's growing global reputation in primary industries, education, health, marine and aviation.

By deploying a combination of strategies to protect natural assets the region will be able to prosper and grow.

## Social Infrastructure

There is universal agreement that strong, resilient and healthy individuals, families and community play a vital role in building the ongoing prosperity, wellbeing and economic development of a region. It has been demonstrated that long term economic growth in the regions occurs through investment in human capital development.

## Communication

An equitable communication network for the region is essential if FNQ is to have sustainable growth and development. The size of FNQ means we are reliant on our communication networks whether this is mobile, broadband, fixed Wi-Fi or satellite. To be competitive in current marketplaces (national and international) and drive increased productivity and access to greater economic opportunities through a global marketplace our communication network is essential. FNQ has vast untapped potential for the development of an array of 'Agri Business', tropical expertise and tourism products which can be exported from the region. An equitable communication network will also support efficient and effective employment, government service delivery, education, health, workplace health and safety and social wellbeing.

As Infrastructure Australia aptly puts it, technological improvements and innovation can transform industries and open up opportunities for regional business. Providing equitable communication networks will create innovations that will help overcome geographic challenges and are particularly relevant to FNQ. This will also greatly assist in closing the gap on access to health, education, training and employment opportunities for many socially disadvantaged groups, including people in indigenous communities and people with disabilities.

## Summary of Recommendations

### Developing resilient transport infrastructure and connectivity

FNQROC is seeking:

1. Inclusion of priority opportunities (e.g. heavy vehicle network and Innisfail transport hub) and finalisation of the Far North Queensland Regional Transport Plan.
2. \$50 million per year allocated and expended on progressively upgrading (widening and sealing):
  - a. Burke Development Road (from Mt Mulgrave Road to Mareeba).
  - b. Mulligan Highway.
  - c. Gulf Development Road.
  - d. Kennedy Development Road (Lynd Junction to Mount Garnet).
3. Continued sealing of the Peninsula Development Road.
4. Continued sealing of the Hann Highway (Kennedy Development Road from Hughenden to Lynd Junction).
5. \$10 million per year until Ootann Road is fit for purpose and sealed.
6. \$20 million for stage one of the Mareeba Bypass.
7. Innisfail Bypass to be progressed by:
  - a. Utilising unexpended/surplus Bruce Highway planning funding.
  - b. Updating TMR planning to include Innisfail bypass.
  - c. Undertake Innisfail Road and freight planning study.
  - d. Continue to preserve the existing Innisfail bypass corridor and preserve future road corridors.
8. Review capacity and limitations of Innisfail rail depot.
9. Ingham bypass works to:
  - a. Ensure there is a southern entrance to Ingham from new bypass, and
  - b. Lengthen the opposite end of the Ingham airport runway if it is shortened as a consequence of the bypass.
10. Continuation of Beef Road and Northern Australia Road funding and in particular \$10m per year until Ootann Road is fit for purpose and sealed and \$5 million per year until Richmond-Croydon Road is fit for purpose and sealed.
11. Commencement of planning to upgrade the Cairns Western Arterial Road from the Bill Fulton Bridge north.
12. A commitment of \$120 million over two years to construct the Smithfield bypass.
13. The National Highway be extended through Cairns to Smithfield.
14. To work with port authorities and State and Federal governments to review how we can support transition and growth of our four FNQ major ports.
15. The development of a smart integrated transport strategy for Cairns/Tropical North Queensland.

*“A reliable and efficient transport network is critical to the economy of North Queensland and for moving goods from production to export.”*  
Queensland Government, 2016

## Summary of Recommendations cont...

### Provide reliable and affordable water and energy

*FNQROC is seeking:*

16. To ensure that Cairns Regional Council and Mareeba Shire Council is engaged through the process of developing the business case for Nullinga Dam.
17. \$1.8 million plus EIS Costs (of up to \$3.0 million) is required to advance the project to the construction stage.
18. An estimated \$2.2 million for the completion of an updated feasibility study of the Tully Millstream Hydroelectric Scheme.

*“The Queensland Government recognizes that energy and water security for North Queensland are critical and has set policy to increase renewables, reduce emissions and provide water security to sustain agricultural industries and boost jobs and regional development.”*

Queensland Government 2016

### Respect Our Environment

*FNQROC is seeking:*

19. Support for the development of Wangetti Trail.
20. Support for Etheridge Shire area to become a geotourism destination.
21. Support for the Progression of Daintree Gateway Masterplan.
22. Funding for Yarrabah Sewer and Waste Upgrades.

*“Queensland is renowned for its environmental assets, which are both beautiful and diverse. Our natural assets are a part of our identity and also a strong part of our economy, with the popularity of ecotourism and the Great Barrier Reef.”*

Department of Infrastructure, Local Government & Planning, 2016

### Provide Equitable Communication Network

*FNQROC is seeking:*

23. State and Federal Government funding of \$1.1million towards \$1.5 million required to provide effective and efficient telecommunications for Hope Vale (taking the community from a shared 35MBp/s to ADSL2+ for each user) for residents, businesses and government services.

*“In terms of fixed broadband quality, quality level A (where at least 80% of the premises have access to high quality fibre to the premises (FTTP) services) currently applies to only 34,000 premises in northern Australia. This represents 5% of premises in North Queensland. In terms of quality level D and E (the lowest) 90% of premises in North Queensland fall into this category.”*

Infrastructure Australia, 2015

## Summary of Recommendations cont...

### Social Infrastructure

*FNQROC is seeking:*

24. State and Federal governments to work in partnership with Tablelands Regional Council to further develop the Atherton Allied Health and Medical Service precinct at an estimated cost of \$18,475,695.
25. For Yarrabah:
  - a. 700 new dwellings - \$231 million.
  - b. Associated trunk infrastructure - \$210.5 million.
  - c. Upgrades to existing housing - \$14.04 million.
  - d. Repairs and maintenance to existing housing - \$4.26 million.
  - e. Parks, cycle and pedestrian pathways - \$2.75 million.
  - f. Upgrade town water supply.
  - g. Funding support for the upgrade and installation of streetlighting.
  - h. Funding to upgrade roads at substandard condition.
26. A commitment to fund the expansion of the Cairns Convention Centre.
27. A commitment to contribute long term funds to the Cairns Indigenous Arts Fair to secure the future of the event.
28. Funding to complete the Cooktown Waterfront project.
29. Support to develop and realise business opportunities within Wujal Wujal Aboriginal Shire Council.
30. \$10 million for stage 3 of the Cairns CBD revitalisation.
31. \$2.75 million for parks, cycle and pedestrian pathways within Yarrabah.

*State Challenge - Regional liveability: Regional Queenslanders continue to need quality services to ensure our regions remain strong, vibrant and self-contained....supporting economic growth by delivering the right infrastructure in regional areas will create sustainable job opportunities and ensure our regions remain strong and liveable.*

Department of Infrastructure, Local Government & Planning, 2016

Table 1: Opportunities to Achieve Regional Strategic Goals

PROJECT	Develop resilient transport infrastructure and connectivity	Provide reliable and affordable water and energy	Respect and manage our natural assets and environment	Develop equitable social infrastructure	Provide equitable communication network
<b>RESILIENT TRANSPORT</b>					
Rural Heavy Vehicle and Freight Network	X	X	X	X	
Urban Heavy Vehicle and Freight Network	X		X	X	
Ports	X		X	X	
Smart Transport Network	X		X	X	
Innisfail Transport Hub	X		X	X	
<b>WATER &amp; ENERGY</b>					
Gilbert River Irrigation Area		X	X	X	
Tully Millstream Hydroelectric Scheme		X	X	X	
<b>EQUITABLE COMMUNICATION</b>					
Hope Vale Telecommunications	X		X	X	X
<b>RESPECT OUR ENVIRONMENT</b>					
Wangetti Trail			X	X	
Geotourism Destination			X		
Daintree Gateway Master Plan			X		
Yarrabah Environmental Protection - Sewerage and			X	X	
<b>RESILIENT TRANSPORT</b>					
Atherton Allied Health and Medical Service Precinct				X	
Yarrabah Housing, Trunk infrastructure and Ancillary Works	X		X	X	
Cairns Regional Cultural and Sporting Infrastructure			X	X	
Cooktown Waterfront Master Plan			X	X	
Deep Water Access at Lucinda			X	X	
Prior's Creek Redevelopment			X	X	
Cairns CBD Revitalisations				X	
Indigenous Area Business Opportunities	X		X	X	

## Resilient Transport

### Rural Heavy Vehicle and Freight Network

We want a clearly identified and prioritised heavy vehicle network from the Cape and Gulf to Southern Markets. This network is identified as:

- Peninsula Development Road
- Mt Mulgrave Road (LG)
- Burke Development Road (from Mt Mulgrave road to Mareeba)
- Mulligan Highway
- Mareeba Bypass
- Ootann Road (LG)
- Gulf Development Road
- Croydon – Richmond Rd (access to Mt Isa from Croydon utilising the national network)
- Hann Hwy (Kennedy Development) from (Hughenden to Lynd Junction)
- Kennedy Development Road (Lynd junction to Mt Garnet)
- Innisfail Bypass
- Ingham Bypass

*All of these roads have been identified within the Infrastructure Australia Infrastructure Audit (2015) as being important for resource, agriculture, tourism and community links.*

This supports focused utilisation and prioritisation of existing assets to:

- Support export and import of essential products and services (Improving supply chain infrastructure and investor confidence)
- Provide a safe, reliable transport network which will:
  - Improve efficiencies through reduced travel times (due to increased speed, reduction of unhitching and shorter distances)
  - Reduce fuel costs
  - Reduce stock damage
  - Reduce livestock injury
  - Reduce vehicle maintenance costs
  - Increase safety through:
    - Providing safe passage for the mix of heavy vehicle and tourist vehicles
    - Providing a focused route for heavy vehicles taking them away from towns and cities
    - Travel comfort
- Stimulating jobs growth in the short term through road works and in the long term through economic growth supported by an efficient transport network.

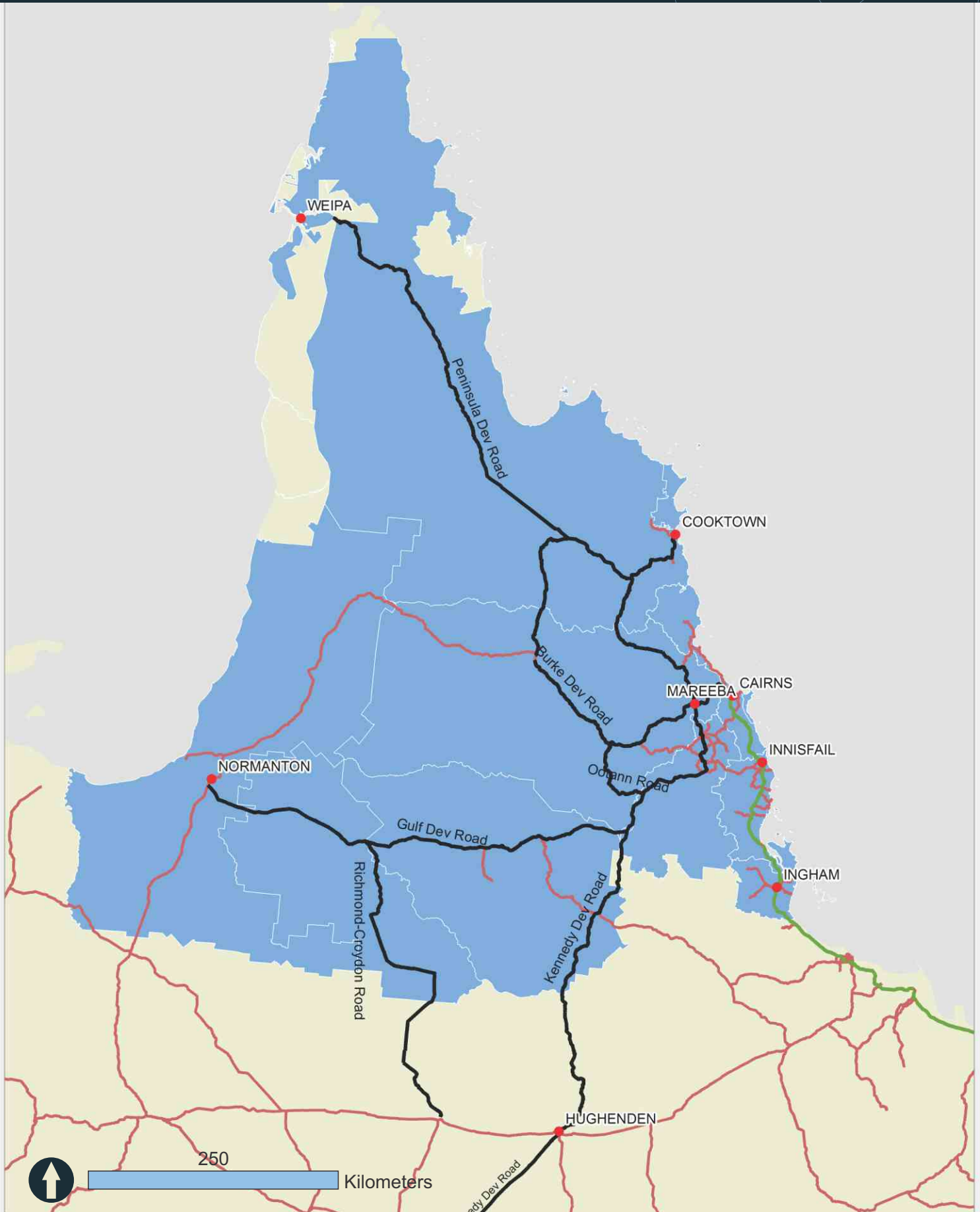
*“Road maintenance is critical to facilitate heavier vehicles and renew ageing pavements in a demanding climatic environment.”*  
Infrastructure Australia, 2015

**FNQROC is seeking:**

1. Inclusion of priority opportunities (e.g. heavy vehicle network and Innisfail transport hub) and finalisation of the Far North Queensland Regional Transport Plan.
2. \$50 million per year allocated and expended on progressively upgrading (widening and sealing):
  - a. Burke Development Road (from Mt Mulgrave Road to Mareeba).
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7. Innisfail Bypass to be progressed by:
  - a. Utilising unexpended/surplus Bruce Highway planning funding.
  - b. Updating TMR planning to include Innisfail bypass.
  - c. Undertake Innisfail Road and freight planning study.
  - d. Continue to preserve the existing Innisfail bypass corridor and preserve future road corridors.
8. Review capacity and limitations of Innisfail rail depot.
9. Ingham bypass works to:
  - a. Ensure there is a southern entrance to Ingham from new bypass, and
  - b. Lengthen the opposite end of the Ingham airport runway if it is shortened as a consequence of the bypass.
10. Continuation of Beef Road and Northern Australia Road funding and in particular \$10m per year until Ootann Road is fit for purpose and sealed and \$5 million per year until Richmond-Croydon Road is fit for purpose and sealed.



# Heavy Vehicle Network Far North Queensland



## Urban Heavy Vehicle and Freight Network

The National Highway ends in Cairns at the sea port. For the Far North Queensland community, Cairns is the import and export centre via road, rail, sea and air. Via road, the freight task is serviced by:

- Bruce Highway,
- Captain Cook Highway,
- Cairns Western Arterial Road, and
- Kennedy Highway.

The region appreciates the investment and delivery of works on the Bruce Highway by the Federal and State governments however some of these arterial roads are experiencing severe congestion and operate at or beyond their design capacity. It is evident that critical planning work to accommodate the growth in this region has not been undertaken and it is now stifling economic development. This lack of planning will cause further delays and increase the cost of delivering overdue infrastructure.

### Cairns Western Arterial Road

Cairns Western Arterial Road provides a critical link between the northern, western and southern suburbs of Cairns. The only other link serving this function is the Captain Cook Highway which is susceptible to inundation during the wet season due to its low flood immunity.

The Cairns Western Arterial Road is a four lane road until it meets the Bill Fulton Bridge when four lanes reduce to two, causing substantial congestion from this point onwards. Works are currently progressing on the Bill Fulton Bridge and represents an initial step in addressing this matter however, there remains a requirement to upgrade the section of Cairns Western Arterial Road from Bill Fulton Bridge to the Caravonica roundabout which currently experiences significant congestion during peak periods and has a substandard configuration for its high traffic carrying function.

### Captain Cook Highway

Currently the Captain Cook Highway experiences significant congestion during peak times and is operating at and beyond capacity requiring urgent upgrade works. The roundabouts at Smithfield and Caravonica experience a very low level of service during peak times. The significant growth currently occurring in the northern beach suburbs of Cairns will exacerbate the current issues.

The Smithfield bypass has been proposed to alleviate congestion, reduce travel time, improve safety and increase freight efficiency for vehicles travelling between Cairns and the northern beaches and beyond. There is also a requirement to expand any scope of works if there is a resulting impact on Airport Avenue, Stratford connection road and Arnold Street east.

The Department of Transport and Main Roads are currently planning the Smithfield bypass however there is no funding committed for construction.

## Extension of National Highway

Council would like to advance discussions with the State to determine a preferred route for the main highway through the City and then jointly progress discussions at a Federal level to gain a determination that the National Highway be extended through Cairns to Smithfield.

***FNQROC is seeking:***

1. The commencement of planning to upgrade the Cairns Western Arterial Road from the Bill Fulton Bridge north.
2. A commitment of \$120 million over two years to construct the Smithfield bypass.
3. The National Highway be extended through Cairns to Smithfield.

## Ports

Ports are an important connector supporting resilient transport and should be considered for their potential to support the sustainable economic growth and development of FNQ. A heavy vehicle network will support export growth and utilisation of our port assets. We need to work with the Port Authorities of Cairns and Townsville, and the State and Federal Governments to review how we can support transition and growth of:

- Weipa;
- Karumba
- Cairns;
- Mourilyan;
- Lucinda.

### Cairns

Cairns is the tourist entry point and hub for the region. As such we don't believe it is in Cairns' best interest to have b-doubles, semi-trailers, type 1 or 2 road trains travelling through Cairns to access the Port. Navy, Cruise Shipping and some sugar (molasses?) appear to fit for Cairns.

### Mourilyan

Mourilyan is the long term and obvious choice on the eastern coast for the export of Cattle, Minerals and Sugar. Much of this product will come from the Tablelands, Gulf of Carpentaria and Cape York area. "Ports North has chosen the Port of Mourilyan for development as a bulk cargo port servicing the Far North Queensland Region." (Champion, 2016)

Mourilyan has been used for sugar, molasses, magnetite, log and woodchip. There is current opportunity for the additional bulk commodities such as mineral sands, rare earths and log products. Ports North is also actively pursuing live cattle exports which will be trialed in 2017 or 2018 depending on demand for product.

Development of Mourilyan would be additionally supported via road access (Innisfail bypass), Mundoo Airport and Queensland Rail depot; all located in close proximity.

### Lucinda

There is currently no deep water all tide boat access at Lucinda. The current primary marine access is via Dungeness Facility which is impacted by sediment build up and a typically shallow delta. This is a major inhibitor for tourism and recreational boating. 24hr access is needed to enable Lucinda to reach its full tourism potential. The most practical solution is the jetty at Lucinda.

Lucinda also has vacant land which has the potential to be developed if released. This would enable the Council to lessen the cost burden of its water and sewer assets and enable economic growth opportunities in the region.



Figure 1: Lucinda Port

## Weipa

With the construction of a new export port as part of Amrun, there is the opportunity for further expansion and alternate use which could include tourism and defence alongside imports and exports.

Weipa also has the potential to be a home port for the Pacific Fleet.

There is also the opportunity for a rail connection between Weipa and Gladstone using an existing (gas pipeline) easement and ILUA for containers, bauxite, cattle and produce. This ILUA is due to expire in 2017 if not reviewed.

## Karumba

Gulf Savannah Development is currently undertaking a study to explore opportunities at Karumba (as well as other) ports. The aim of this report is to:

- a. Create opportunities for indigenous employment;
- b. identify sustainable small to medium sized business opportunities in the maritime and riverine based services;
- c. Sustainable tourism opportunities; and
- d. Identify infrastructure requirements to promote economic growth.

Mineral exports will be recommencing, albeit on a much smaller scale. There is a significant commercial prawn and fishing fleet and operations. If the Port had some better facilities (such as a haul out facility) there would be real opportunities for this industry to grow.

The live export facilities currently operate on a transshipping arrangement, and even this method can only be undertaken when the tides are high so many graziers are transporting their cattle to Darwin or Townsville by road.

Potential opportunities for Karumba include:

- Exporting grain and cotton
- Prawn and fishing growth with better facilities (i.e. haul out facility)
- The significant rationalisation of fisheries which includes Crab, Barramundi and line fisheries (mackerel)
- Facilities to enable registration and servicing
- Australian port for security of the country

### **FNQROC is seeking:**

1. To work with port authorities and State and Federal governments to review how we can support transition and growth of our five FNQ major ports.



*Ports in North Queensland are crucial gateways to international markets. The Queensland Government is working with government-owned corporations, industry and key stakeholders to investigate options to improve supply chain efficiency and port infrastructure that supports economic development.*

Infrastructure Australia, 2015

## Smart Transport Strategy

### Cairns Transport System

For some time there has been discussion within the community in regard to the need for an overall review of the Cairns transport system. This would include a greater emphasis on alternative transport modes such as bus, light rail, rail and cycle.

We live in a time where 'smart thinking' is becoming the norm, where the status quo is no longer acceptable and where integrated systems are the answer. There are a number of factors which demand a different approach to the current transport strategy. These include:

- The overall lineal nature of our city, and expansion of the urban footprint to the north and south of the Cairns CBD;
- The region's sensitivity to the environment, and the importance of our clean green image to the future sustainable development of the tourism industry;
- The emergence of the smart city vision for progressive cities worldwide; and
- Projected population growth for the region and the demands this growth will place on the transport system.

To respond to these challenges Council needs to commence the process of determining a smart transport strategy.

Cairns Regional Council will therefore move immediately to undertake a scoping study to review the future transport needs of this region consistent with developing thinking and trends. This involves the development and eventual implementation of a long term transport strategy for Cairns/Tropical North Queensland.

As the State is the principal agency responsible for public transport, Council will work with the State to determine how this matter can be fast-tracked.

#### ***FNQROC is seeking:***

1. The development of a smart integrated transport strategy for Cairns/Tropical North Queensland.

## Smart Transport Strategy cont...

### Innisfail Transport Hub

Cassowary Coast Regional Council believes that by better utilising existing assets (Mourilyan Harbour, Rail hub, Mundoo Airport, Innisfail Bypass) they can:

- Deliver improvements in freights efficiency for the region within the Innisfail area;
- Respond to changing industry requirements;
- Support local and regional economic development;
- Provide a safer environment for all road users, and
- Improve amenity for the Innisfail community.

Focused attention on the Innisfail transport hub will:

- Meet the distribution needs of increase economic Activity within the region
- Provide Supply Chain Efficiency and Security (Sugar, Horticulture, Cattle, Resources)
- Provide regional resilience; particularly in disaster situations
- Provide economic diversification and job creation
- Better manage the conflict between heavy vehicles and tourism and commuter vehicles – increasing road safety.

#### **FNQROC is seeking:**

1. Inclusion of priority opportunities (e.g. heavy vehicle network and Innisfail transport hub) and finalisation of the Far North Queensland Regional Transport Plan
2. Innisfail bypass to be progressed by:
  - a. Utilising unexpended/surplus Bruce Highway planning funding.
  - b. Updating TMR planning to include Innisfail bypass.
  - c. Undertake Innisfail Road and Freight planning study.
  - d. Continue to preserve the existing Innisfail bypass corridor and preserve future road corridors.
3. Review capacity and limitations of Innisfail Rail Depot.

**IRFS RECOMMENDED ACTIONS**

1. ADOPT STRATEGIC INTENT OF IRFS.\*
2. UPDATE TMR PLANNING.\*
3. UNDERTAKE INNISFAIL ROAD AND FREIGHT PLANNING STUDY.\*
4. UPDATE THE CCRC PLANNING SCHEME.\*
5. REVIEW TRANSPORT HUB LOCATION.
6. PROTECT MOURILYAN HARBOUR ROAD.
7. CONTINUE TO PRESEVE THE EXISTING INNISFAIL BYPASS CORRIDOR.
8. PRESERVE FUTURE ROAD CORRIDORS.
9. REVIEW CAPACITY AND LIMITATIONS OF INNISFAIL RAIL DEPOT.
10. PERIODICALLY REVIEW THE LONG TERM STRATEGY FOR MUNDOO AIRPORT.
11. DEVELOP AND IMPLEMENT A PROGRAM OF SAFETY IMPROVEMENTS.
12. MONITOR AND REVIEW FREIGHT MOVEMENTS.
13. UPGRADE DEFICIENT FREIGHT ROUTES WITHIN THE ROAD NETWORK TO MEET THE VISION STANDARD.\*
14. IMPROVE ACCESS TO THE HIGHWAY.
15. REVIEW TIMING OF INNISFAIL BYPASS.
16. DEVELOP A STRATEGIC TRANSPORT NETWORK INVESTMENT PROGRAM.\*
17. PROVIDE IMPROVED ACCESS TO STATION STREET FOR HEAVY VEHICLES.
18. REVIEW THE VIABILITY OF HPV ACCESS TO THE PORT OF MOURILYAN.\*
19. REVIEW FREIGHT NETWORK FOR SUITABILITY TO ACCOMMODATE INCREASED EXPORTS FROM PORT OF MOURILYAN.\*

\* SOME ACTIONS RECOMMENDED BY IRFS RELATE TO THE OVERALL STUDY AREA.

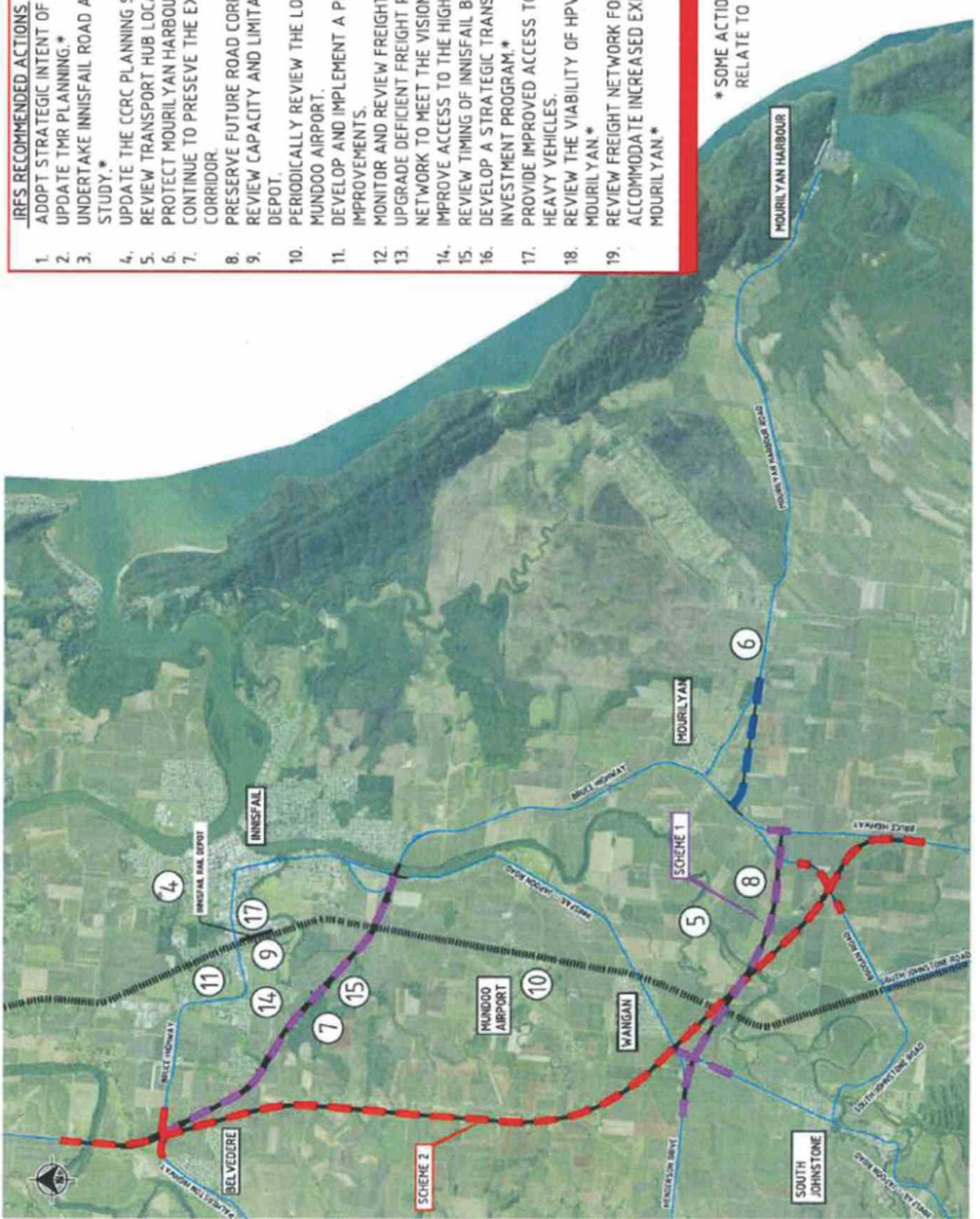


Figure 2: Innisfail Road and Freight Strategy Recommendations (Final Report, November 2015)

## Water and Energy

Far North Queensland receives significant rainfall annually however our storage capacity limits future urban and agricultural growth.

The Federal government has funded the construction of Charleston Dam in Etheridge Shire Council as well as a number of feasibility studies within the region:

1. Nullinga;
2. Tablelands Irrigation Development Scheme; and
3. Lakeland

These feasibility studies are currently underway with Building Queensland undertaking a preliminary business case (which includes the elements of a Preliminary Evaluation) for Nullinga. This was due to be completed in the last quarter of 2016 however it is still to be completed. Subject to the outcomes of this and further government considerations, Building Queensland would undertake a full Business Case for the project.

Nullinga (or an alternative) is required to support future urban growth within Cairns Regional Council and agricultural growth in Mareeba Shire Council. Deliberation will occur regarding full cost recovery for urban and agricultural uses; this deliberation needs to ensure it is holistic, visionary and includes Cairns Regional Council and Mareeba Shire Council.

### **FNQROC is seeking:**

1. To ensure that Cairns Regional Council and Mareeba Shire Council is engaged through the process of developing the business case for Nullinga Dam.
2. \$1.8 million plus EIS Costs (of up to \$3.0million) is required to advance the project to the construction stage.
3. An estimated \$2.2 million for the completion of an updated feasibility study of the Tully Millstream Hydroelectric Scheme.

### **Gilbert River Irrigation Area (GRIA)**

The Gilbert River Irrigation scheme has the potential to become twice the size of the Ord River Irrigation Scheme and is truly a "nation Building" project, generating around 650 jobs in the Etheridge Shire and thousands for North Queensland. The multiplier will extend well beyond the local economy to the industries from Townsville to Kuruma.

There is more soil suited to irrigation in the Gilbert catchment than there is water to irrigate it. At full development, it would be possible to irrigate approximately 0.6% of the catchment's irriable soils

The annual take-off of 200,000 ML of water only represents 4.5% of the Gilbert River's annual flow.

'Green Hills' station has been identified as the appropriate site for a dam on the Gilbert River. Building a dam at the Green Hills site opens up approximately 27,000ha of irrigated agriculture producing revenue of \$68.8 million, with a gross margin of \$830.61 per hectare.

The CSIRO 'Agriculture Resource Assessment for the Gilbert Catchment', 2013 modelled irrigated production of an array of crops and silviculture. It was determined that irrigated agriculture is viable across all enterprises in the designated area along the Gilbert River.

The CSIRO reports have endorsed the Gilbert River as having a range of compelling competitive advantages over other areas.

Etheridge Shire Council has a strategy to act and a project to implement, they need the State Government to provide:

- Advice on the required approval process;
- Advice on what weight government agencies attach to the CSIRO report (Does council need to merely do a gap analysis or are they required to do a full Environmental Impact Statement, Cultural Heritage Management Plan and a Social Impact Statement)

### Tully Millstream Hydroelectric Scheme

The proposed Tully Millstream Hydroelectric Scheme is located about 100km south of Cairns and about 200km north-west of Townsville. The site is north-west of Tully.

The scope of the scheme proposed in 1988 involved creek diversions from the Tully and Herbert River basins into two new dams (Wooroora, almost entirely outside WTWHA and Nitchaga, almost entirely inside the WTWHA however it is regrowth in an area previously logged for rainforest timber). Had the scheme been completed, it would have generated 600MW of power, enough to power more than 100,000 homes.

The project initially involved pump stations and tunnelled pipelines to connect water reservoirs. The 600 megawatt power station was to be constructed underground between the existing Koombaloo reservoir and the upper reaches of the Tully River below the coastal ranges.

The size of the existing and proposed new water storages, the proven reliability of rainfall in the Tully region and the elevation of the site at the peak of the coastal ranges, combine to provide a very sound technical proposition for a hydroelectricity project at the time.

A feasibility study for the TMHS was completed in the late 1980's with the Snowy Mountains Engineering Corporation (SMEC) undertaking a technical study which was completed in 1988. Other specialist consultants contributed to the detailed environmental assessments of the project at the time.

Given the feasibility was considered very sound, the project did commence however declaration of the Wet Tropics World Heritage Area resulted in the project ceasing due to perceived environmental concerns. It has been thirty years and technological has evolved, it is believed that it is time to reconsider the Tully Millstream Hydroelectric Scheme as an opportunity to further unlock the potential of northern Australia.

Although primarily a major renewable energy project for north Queensland, there is the potential for the TMHS to create opportunities and positive impacts for irrigated agriculture on the Tully River, regional tourism products and recreational activities for local residents; these should not be excluded from being part of an updated feasibility study.

TMHS will obviously need an updated feasibility study which includes:

- Contemporary construction and hydro turbine standards for modern hydroelectric projects;
- Contemporary local, state, federal and international environmental regulatory parameters;
- How the additional generation capacity would interact with the current national electricity market;
- How the additional generation capacity would interact with current regional, state and national electricity demand;
- How the additional generation capacity would interact with current electricity transmission infrastructure;
- A consideration of the potential opportunities and impacts associated with the project, including for irrigated agriculture, tourism and recreation;
- A consideration of any options associated with technical variations, or variations in the scale or scope of the original proposed scheme; and
- An updated estimate of base case costings.

**FNQROC is seeking:**

1. An estimated \$2.2 million for the completion of an updated feasibility study of the Tully Millstream Hydroelectric Scheme (TMHS).

## Equitable Communication Network

### Hope Vale Telecommunications

Hope Vales internet and mobile services are incapable of serving the needs of the Hope Vale community; residents, businesses and a wide range of government service providers. There is no backhaul nor is there sufficient bandwidth in the aging radio network to meet current demand or to allow for any future expansion. The *entire township* is serviced by 34MBp/s radio network while a Smart Phone in any major city will deliver speeds in excess of 100MB p/s to a single user.

Consistent and available telecommunications is vital to support employment, education, health, work place health and safety, economic development, tourism, social contact and last but not least, being able to complete on a level playing field.

To address the telecommunication issues faced by Hope Vale – no ports, no backhaul, no bandwidth; the aging radio network needs to be decommissioned and replaced with approximately 25km of Optical Fibre cable which will be installed from the outskirts of Hope Vale to the fibre connection site at Cooktown. Additional transmission and power equipment will be provided at the Hope Vale exchange to support ADSL2+ services to Hope Vale.

This represents the most effective and efficient solution for the needs of residents, businesses and government service providers.

Fibre addresses all bandwidth/backhaul issues now and into the future. The nature of the technology (speed of light transmission) allows for the progressive expansion of bandwidth over time as new technologies and new digital demands develop. The technology will initially deliver a four-fold increase in data traffic, which can be progressively scaled up over time as demand requires. Fibre offers this scalability; existing infrastructure and NBN satellites do not.

The project can be completed in six (6) months at a cost of \$1.5 million. An upgrade to the existing radio network would cost and deliver an outcome that would be obsolete as soon as it became operational.

Fibre has the longest asset life of any telecoms infrastructure and, as mentioned above, the nature of the technology ensures the scalability of bandwidth to meet future needs.

The current telecommunication limitations in Hope Vale restrict the capabilities of businesses and a wide-range of government agencies (Local, State and Federal). The completion of the Hope Vale Fibre Optic Project will lift these restrictions, whether it is through the ability to deliver better health services (telehealth), access full online educational curriculum (primary school, VET), or a more efficient and effective range of local government services, and deliver a brighter future for this community.

Hopevale understands the importance of bridging this digital divide between Indigenous and non-Indigenous communities and has commissioned the required feasibility study for this project and as of 18 January 2017, has committed a financial contribution of \$400,000 towards the needed \$1,500,000.opping season opens up market windows and the opportunity for premium prices.

#### **FNQROC is seeking:**

1. State and Federal Government fund \$1.1million towards \$1.5 million required to provide effective and efficient telecommunications for Hope Vale (taking the community from a shared 35MBp/s to ADSL2+ for each user) for residents, businesses and government services.

## Respect Our Natural Assets

### The Wangetti Trail

The Wangetti Trail will incorporate a shared-use wilderness trail for walkers and mountain bikers covering 60 kilometres of spectacular coastline with stunning views of the Wet Tropics and Great Barrier Reef. The trail is intended for use by walkers, runners and mountain bikers. It will be designed and constructed to maximise the enjoyment of the trail and the surrounding landscapes, whether on foot or bike.

Hugging the coastline and climbing high up on the coastal escarpment, the trail will offer spectacular views north and south along the coast, and out to the Great Barrier Reef. The trail will travel through a range of different terrain and vegetation types, from coastal lowlands, palm fringed beaches, dry coastal scrub, rock escarpments, waterfalls and dense rainforests.

The trail will allow users to enter and exit the trail at key locations where there are services such as food and accommodation available. These will occur ideally at suitable distances that correspond to a typical day of walking or riding. These could be at locations such as Palm Cove, Ellis Beach, Wangetti, Oak Beach, Thala Beach and Port Douglas.

### Why is it a priority?

It is recognised that the region as a whole needs to understand international trends and focus attention on gaps in the provision of facilities to avoid overcapitalisation in niche areas. The FNQROC Mountain Bike Strategy covers the Tropical North Queensland region and identifies what is needed to further its national and international reputation as a mountain biking destination. A key recommendation within this strategy is to explore the feasibility of a 'hero trail' between Palm Cove and Port Douglas. This 'hero trail' will attract hikers and bikers to the region. This type of tourist may not previously have visited the region but the trail will have the effect of bringing them to the region for that trail experience.

The trail itself not only acts to draw visitors to the region, but offers opportunity to encourage accommodation (high end, bed and breakfast, glamping and camping) and food industry at nodes along its length, guiding of walkers and riders is possible, transportation as well as engagement of the traditional owners, particularly in relation to guiding, special sites and trail maintenance.

The Wangetti Trail will contribute to the diversity of recreation opportunities in the FNQROC region via a well maintained, designed and readily accessible trail that provides a multi day walk/hike. Construction of the track may offer opportunities for workers with relevant skills derived from other areas such as construction and indigenous land use and has the potential to deliver environmentally and socially sustainable economic activity in the long term. This ongoing economic benefit comes not only from tourism dollars and associated industries but as an ongoing source of employment and income in the region through trail maintenance and ranger activities.

### FNQROC is seeking:

1. Support for the development of Wangetti Trail.

## Respect Our Natural Assets Cont...

### Geotourism Destination

Etheridge Shire Council is intent on establishing a major internationally recognised, geotourism destination which could stand alongside the other two major destinations of Far North Queensland - the Great Barrier Reef World Heritage Area and the Daintree World Heritage Area.

Geotourism aims to foster sustainable tourism based on landscapes, including protecting, communicating and promoting geolocial heritage, building communities and working with a wide range of people. Activities that achieve this can include visits to geolocial features, use of geotrails and look-outs, guided tours, geo-activities and patronage of visitor centres. It is about tapping into a large and rapidly growing overseas market seeking high value and branded nature-based tourism experiences. Geotourism offers the opportunity to reinvigorate the domestic traveller market so that the whole community benefits from packaging and branding the current tourism product and experience using the landscape and geological factors to enhance economic growth.

#### **FNQROC is seeking:**

1. Support for Etheridge Shire Council as it goes through the process to establish a major internationally recognised geotourism destination.

### Daintree Gateway Master Plan

The Daintree Gateway Master Plan is a multi-staged project designed to improve the visitor experience at the entrance to the Daintree Lowland rainforest in the Daintree National Park. The Daintree Gateway Master Plan has evolved since 2009 through a planning process founded on the engagement of the community along with the business and tourism representatives to provide input and influence its outcomes.

The Daintree Gateway contains four precincts: Mossman-Daintree Road and Cape Tribulation Road intersection; Western Precinct (river tour operators, boat ramp and floating pontoon area); Ferry South bank (where queuing for ferry entry and the ferry exit is located); and Ferry North bank.

Stage 1 of the Daintree Gateway was completed in July 2015. Stage 2 and 3 of the Daintree Gateway includes designs for sealing the boat ramp car park, traffic flow improvements and investigating the establishment of toilets on the northern side of the Daintree River.

Stage 2 and 3 works are aimed at more clearly defining activity zones, improving visitor experience including the provision of additional shade, and improving safety and amenity for public boat ramp users. Council sought public comment on the overall design of the area, specifically on parking arrangements and traffic flows.

## Respect Our Natural Assets Cont...

There will be improved visitor experience promoting tourism and economic activity. The general amenity and aesthetics of the area will be greatly improved at the entrance to the Daintree Lowlands and River. The proposed upgrade formalises the traffic movements and parking resulting in improved smooth flow of traffic for all users

The proposed improvements will provide the much needed land infrastructure to complement recent upgrades to the Lower Daintree Boat ramp. It will provide strategic links to the Department of Main Roads project "Queensland Recreational Boating Facilities Demand Forecasting Study 2016" currently being undertaken by GHD.

The Daintree Gateway project has many stakeholders, including the Daintree-Cape Tribulation communities, tourism operators, landholders, traditional owners, State Government and Council.

**FNQROC is seeking:**

1. Support for the progression of the Daintree Gateway Masterplan



Figure 3: Daintree Gateway Masterplan, Western Presinct

## Respect Our Natural Assets Cont...

### Yarrabah Environmental Protection - Sewer and Waste

Yarrabah is located on the coast overlooking the World Heritage Great Barrier Reef. They acknowledge they have a cultural and legislative responsibility to look after land and sea. They are concerned about the environmental impacts of their Sewage Treatment Plant and Solid Waste Facility. As Yarrabah has limited rateable properties they are dependent on grants and funding to service their community, protect the environment and meet legislative requirements.

Resolving this issue requires the support all levels of government.

### Yarrabah Sewage Treatment Plant (Lagoons)

Yarrabah Sewage treatment ponds are in a tidal area and they would like to improve the quality of effluent released into Mission Bay. To do this they need:

- Improvements in the effectiveness of treatment in the lagoons.
- De-sludging of treatment lagoons and upgrade pump stations
- Investigate improved secondary or tertiary treatment.
- Public and Environmental Health education.

### Yarrabah Solid Waste Facility

Yarrabah has significant environmental and public health concerns and need to meet compliance requirements at their solid waste facility. They need:

- To fence their waste facility.
- Obtain funding for design and construction of a transfer station.
- Investigate Recycling/Reuse and minimize packaging program.

#### **FNQROC is seeking:**

1. Sewage Treatment Plant.
2. Solid Waste Facility.

## Equitable Social Infrastructure

### Atherton Allied Health and Medical Service Precinct

Tablelands Regional Council has identified an opportunity to provide improved health services within the region which would support the operation and development of Atherton Hospital as a regional facility servicing the Tablelands region. This in turn would alleviate pressure on the health facilities and infrastructure at the Cairns Hospital.

Travel to Cairns is currently the only available option in order to access specialist services and there are limited opportunities for residents to access medical/health services after hours. The Atherton Tablelands Retail Analysis (HolmesDyer, June 2016) identifies that attendance at health specialists is the greatest single reason for visiting Cairns. Current 'escape expenditure' is around \$26.4m to \$27.9m in 2016 and is expected to grow to approximately \$34.4m to \$36.2m by 2036. By 2026 it is expected that an extra 67,000 people will live in the hospital catchment area, and close to one in five will be aged over 65.

Current infrastructure and facilities limit the opportunities to attract medical specialists to the area and consequently there are few local health workers trained and employed within the region. Resident surveys indicate that health services and access to specialists are the key improvements sought by the majority of respondents (65%).

Council has a prime town centre freehold site in which a master plan proposed the comprehensive development of the site for retail, community and civic/public uses however Council believe that a government allied health and medical service precinct would provide greater benefits to the community.

Alongside other strategic initiatives, the proposal forms part of a long term development strategy for Atherton as a major regional service centre, as identified in the Far North Queensland Regional Plan 2009 – 2031.

*(Note – Preliminary evaluation is currently underway (was due Q4 2016) by Qld Health, Cairns and Hinterland Hospital and Health Service with Building Qld assisting with the preliminary evaluation.)*

#### **FNQROC is seeking:**

1. State and Federal governments to work in partnership with Tablelands Regional Council to further develop the Atherton Allied Health and Medical Service precinct.
2. Tentative costing for the Allied Health Precinct is \$18,475,695. This encompasses a multi-purpose hub for medical and allied health, office spaces, meeting rooms, disaster training management centre and car parking.

**Qld State Government Challenge - "In a growing and ageing population, there will be increasing demand for high quality public services, many of which have a relatively high cost to government.....the largest pressure on the State budget in future decades is projected to come from increasing demand for health services.....the need to deliver these services differently is imperative"**  
Department of Infrastructure, Local Government and Planning, 2016

## Equitable Social Infrastructure Cont...

### Yarrabah Housing, Trunk infrastructure and ancillary works

Yarrabah currently has a catastrophic housing crisis with over half the population homeless. There are 4,500 people living in the community with 394 social houses and approximately 800 people waitlisted.

Yarrabah has 99 year leases available which could be leveraged to assist resolve this issue however lending is only available from Indigenous Business Australia (IBA). Yarrabah needs 700 new dwellings, associated trunk infrastructure and upgrades, repairs and maintenance of existing housing.

Investing in new dwellings, infrastructure and upgrades, repairs and maintenance will provide an opportunity for local employment, mitigate health concerns and meet basic human needs.

Council is limited with land and services, potential areas for growth include Back Beach, Wungu, King Beach, and Bukki where there are current 99 year leases and approximately 200 dwellings with many of them makeshift housing.

66% of DOGIT land is developed or committed with the land required for housing 700 families being a further 17%.

Council DOGIT availability of Land:	Ha
Land Holding Act Leases	5.0
Registered Blockholder Leases	15.0
Leases in Default	12.5
99 Year Leases Home Ownership Leases	1.0
99 year rural residential leases	3.5
Social Housing	39.0
Community Infrastructure	35.0
Cultural Heritage Protection	36.0
High Coastal Hazard Area	10.0
Land That Cannot Be Developed Due to Constraints	40.0

Resolving this issue requires the support of both the State and Federal Governments. Objectives of Yarrabah Aboriginal Shire Council relating to housing include:

- To provide safe, secure and functional housing in both the needed numbers and diversity required for Yarrabah demographics.
- To increase the occupation of vacant land currently leased by Yarrabah People for residential purposes.
- To make the best use of income from existing housing stock via rental, funding and the sale of social housing for home ownership.
- To identify the number of people – and their housing needs – living outside of Yarrabah waiting for the opportunity to move back home.
- Investigate different housing styles to meet needs.

## Equitable Social Infrastructure Cont...

Yarrabah Housing Management Services ('Tenancy Management') currently manages, as landlord, approximately 364 community houses, ten employment related houses and six community houses within their housing portfolio. It is estimated that there are approximately 4,500 people living in Yarrabah, the Qld Statisticians Office (from ABS) estimates 2,689. To immediately house the applicants on the wait list, get all existing houses back to condition and eliminate overcrowding, Yarrabah people need:

- A minimum of 700 new builds.
- A minimum of \$231m to develop those 700 houses.<sup>2</sup>
- Associated operational works of a minimum \$120m.<sup>3</sup>
- A minimum of 52 hectares of developable land for housing.
- A minimum of \$14.04m for upgrades to existing housing stock to get them up to standard.<sup>4</sup>
- A minimum of \$4.26m for repairs and maintenance to existing housing stock to get them up to standard.<sup>5</sup>
- A minimum of \$2.75m for community infrastructure such as parks and open space, pathways and cycle paths.

### **FNQROC is seeking:**

1. 700 new dwellings - \$231 million.
2. Associated trunk infrastructure - \$210.5 million.
3. Upgrades to existing housing - \$14.04 million.
4. Repairs and maintenance to existing housing - \$4.26 million.

## Yarrabah CBD Revitalisation Including Cultural and Sporting Precinct

The central business district (CBD) of any community is the economic hub which has the potential to drive economic development. Combining this with a cultural and sporting precinct and the jetty meets a number of the elements needed for community social health and pride of place – it is a significant contributor to the sustainability of a community.

The Department of Infrastructure, Local Government and Planning is completing an Economic Needs Analysis. To support this Economic needs analysis Yarrabah will require:

- Design works and associated documentation.
- Community Infrastructure such as open space, parks, cycle and pedestrian pathways (\$2.75m).

### **FNQROC is seeking:**

1. \$2.75 million for parks, cycle and pedestrian pathways.

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<sup>2</sup>Based on an average of \$330,000 per house based on Yarrabah Djenghi.

<sup>3</sup>\$172,250 per lot based on Yarrabah Djenghi works.

<sup>4</sup>Based on BAS condition assessments done in 2013 assuming the 117 under a score of 6 requires an average upgrade of \$120K per house to get it up to standard.

<sup>5</sup>Based on BAS condition assessments done in 2013 assuming the 213 between 6 and 9.5 requires repairs and maintenance of on average \$20k per house to get it up to standard.

## Equitable Social Infrastructure Cont...

### Yarrabah Street Lighting

Street lighting within Yarrabah is limited which has an impact on Public safety, crime and road safety. A recent subdivision undertaken by the State has no street lighting. Yarrabah are eager to implement smart street lighting and need the funding to do this.

Yarrabah requires:

- Installation of street lighting throughout the community, and
- Upgrade of existing insufficient street lighting.

**FNQROC is seeking:**

1. Funding support for the upgrade and installation of street lighting throughout the Yarrabah community.

### Yarrabah Community Roads and Pathways

Yarrabah has environmental health and safety concerns due to unsealed roads, poor drainage, limited foot and bicycle paths, and pavement failure. Traditional funding arrangements require matching or contributing funds; as Council does not have the ability to match funding, a significant amount of time and effort goes into trying to align funding applications and hope announcement dates allow them to deliver by the funding bodies due date. This process is high risk and takes a significant amount of time (with limited people resources) to undertake. All it takes is for one of their funding options to fail and they have to start again. This process may also give the perception that Council cannot deliver projects.

Resolving this issue requires the support all levels of government.

**FNQROC is seeking:**

1. Dedicated funding to upgrade roads and paths at substandard condition.

### Yarrabah Access Road

Only access to Yarrabah, road is being cut up by trucks braking. There are no shoulders on range with a mix of users; football club uses the road for training (run), cyclists, trucks and cars.

Keen for a cycle path from highway turn off to 2nd beach.

## Equitable Social Infrastructure Cont...

### Cairns Convention Centre Expansion

The Cairns Convention Centre is a world class venue featuring 22 meeting rooms, ideal for events from 300 – 2500 delegates. The centre has been ranked in the top four convention centres in the World (2002 – 2012). It was the first environmentally designed public building in Australia and has won many awards for its energy and resource conservation features.

The Centre is complemented by the expertise of the local tourism industry in offering specialized event management and catering options coupled with the ability of convention attendees to experience the unique local natural attractions.

The centre does have significant capacity constraints preventing it from participating in some parts of the convention market. A major expansion of the Centre is proposed which will see the development of an additional conference hall and the significant expansion of the (currently) very limited exhibition space. This expansion will deliver the ability of the Centre to host concurrent conventions and to host those events requiring significant exhibition facilities.

The expansion will allow the Centre (and the State) to further capitalise on the excellent reputation of the Centre and that of Cairns as an internationally recognized tourist destination. It is estimated that new exhibition space will add an additional \$30-50mil economic impact to the region each year.

Additional convention business will be a catalyst for investment in the region; the new exhibition spaces will add 11 direct and 350 indirect jobs from year three. Over 500 workers will be employed in construction.

***FNQROC is supporting the expansion of the Cairns Convention Centre.***

## Equitable Social Infrastructure Cont...

### City Deals - Cannon Park/Showgrounds/Light Rail

Council is concerned about the future of two of the region's key community and recreational facilities, namely Cannon Park Racecourse and the Cairns Showgrounds.

The existing Cannon Park area is an asset which has served the region well with many key calendar events. Council has serious, and what it considers to be legitimate concerns about the long term viability of the racing industry in Cairns under its current circumstances, as well it has concerns over the future of the operation of the Cairns Show at the existing showgrounds. These activities are operated at two large sites, both in close proximity to the CBD.

A joint solution has effectively emanated from ideas which have been floated around the Cairns community for many years, and which are consistent with more modern funding and planning concepts, and would involve land and facility sharing by both parties and perhaps other local sporting and community bodies.

The city also lacks an outdoor entertainment venue for major concerts, particularly those targeted at the youth and young adult demographic. The suitability of this type of facility will be considered at a redeveloped Cannon Park.

While Council will not seek to pre-empt any master planning exercise, Council considers that a future Cannon Park would be a multipurpose destination containing purpose built facilities that could serve at least dual and ideally multiple purposes, including grandstands for horse racing as well as other equestrian events, pavilions that could house exhibitions, trade events and community and commercial short term hiring. A key consideration is whether the facility can host the Cairns Show and an outdoor entertainment venue.



Figure 5: Aerial View of Cannon Park Racecourse.

## Equitable Social Infrastructure Cont...

Cannon Park is adjacent to the future Cairns Busway corridor, providing an ideal opportunity for the use of public transport for access to and from major events to bring the patrons back into the City and avoid congestion on Mulgrave Road. This route is also adjacent to the probable site for a rectangular stadium, again providing a transport option from a high-capacity venue.

With such prime pieces of land, Cairns Council has seen the opportunity to better utilise these assets. This is an initiative which could have a profound impact on the future of the City.

**FNQROC is seeking:**

1. That the State government works with Cairns Regional Council to advance discussions with the Federal government to explore "Cairns City Deal".
2. That the Federal government works with the Queensland State government and Cairns Regional Council to explore "Cairns City Deal".

### Rectangular Stadium

Development of a stadium to cater for rectangular pitch sports including rugby league, rugby union and soccer. Designed as a multi-use venue, it will be capable for hosting sporting events and community events.

### Cairns Art and Culture - *Cairns has a vision to be the Arts capital of Northern Australia*

The Tanks Art Centre, combined with the recently completed Munro Martin Parklands and the under construction Cairns Performing Arts Centre, complete the suite of performance spaces that cater for local and visiting performances of varying sizes and genres. Council is currently considering options for an outdoor entertainment venue to cater for up to 20,000 patrons.

The heritage listed School of Arts Building in the CBD is presently being refurbished and when re-opened in 2017 will house much of the community's heritage in a museum space. The heritage listed former Public Offices building is home to the Cairns Regional Art Gallery.

Cairns is also home to the Cairns Indigenous Arts Fair, an internationally recognized showcase for indigenous art.

The quality facilities currently in place and those planned or currently under construction, will position Cairns as the Arts Capital of Northern Australia.

***Support will be needed from all levels of government to realise this vision.***

## Equitable Social Infrastructure Cont...

### Expansion of the Cairns Regional Art Gallery

An opportunity exists to create a Cultural Precinct in the CBD which combines three heritage listed locations being:

1. The former Public Offices presently occupied by Cairns Regional Art Gallery;
2. The historic Cairns Court House (Purchased by Cairns Regional Council); and
3. The old Mulgrave Shire Council building presently occupied by the Cairns & Tropical North Queensland Visitor Information Centre.

The possibility of combining the existing Cairns Regional Art Gallery with the adjacent properties to form a Cultural Precinct has been identified and Council is currently proceeding to acquire the Court House. Concept drawings have been prepared which would see three of the city's heritage listed assets retained in public ownership and available for the use and enjoyment of public and visitors alike.

On finalisation of the purchase of the Court House, Council will progress planning for the Precinct.

### Cairns Indigenous Art Fair

Cairns Indigenous Art Fair (CIAF) is a unique three-day event that merges an art market with a celebration of Queensland Aboriginal and Torres Strait Islander cultures. It is the only art fair in Australia to welcome commercial art galleries and Indigenous art centres to sell and showcase art by Queensland Aboriginal and Torres Strait Islander artists. It is committed to providing an ethical marketplace for the sale and purchase of Queensland Indigenous art and supporting the career development of Queensland Indigenous artists.

Since the first event in 2009, CIAF has grown to be one of the most recognized Art Fairs/Festivals in Australia. Event organisers are actively seeking private sector funding for the event but, in recognition of the event's significant contribution to the indigenous arts community, require a commitment from all levels of government to secure the future of the event.

***FNQROC is seeking the State and Federal Governments to contribute funds to the Cairns Indigenous Arts Fair to secure the future of the event.***

### Cairns Northern Beaches Leisure Trail

The Northern Beaches Leisure Trail will be established to provide a continuous walking and cycling route extending from the city of Cairns to Palm Cove, approximately 20km. It will be a key recreational and tourism route for the region showcasing the scenic qualities of local beaches and servicing other activity nodes en-route. The path will use foreshore open space where possible to link these beach communities and supplement these with road based links and local parks.

The economic benefits are expected to be realised through increased tourism including the growing attraction Cairns has for the adventure tourists looking for physical activity as part of the package. When completed, it will also provide the opportunity for locals to cycle to work, thus relieving pressure on the road network. The Palm Cove – Trinity Beach section is progressing on a shared funding model with the State (\$2.5m each).

***Further funding commitments for the subsequent stages of the Leisure Trail is requested.***

## Equitable Social Infrastructure Cont...

### Cooktown Waterfront Master Plan and Charlotte Street Revitalisation Strategy

The Cooktown Waterfront project is a multi-use area which incorporates:

- Children's Water Play area
- Marina
- Fishing platforms
- BBQ's
- Kiosk
- Amenities block, and
- Promenade

The waterfront project is a priority for Cooktown as it is a Tourism and Lifestyle attraction which will support population growth, reconnect residents and visitors with the foreshore and encourage private investment.

What needs to be done?

- Rock wall remediation
- Land tenure (?)
- Fill in proposed tidal lagoon
- Downsizing of Marina to improve strength/integrity
- Complete works by December 2017

**FNQROC is seeking funding to complete the Cooktown Waterfront project.**

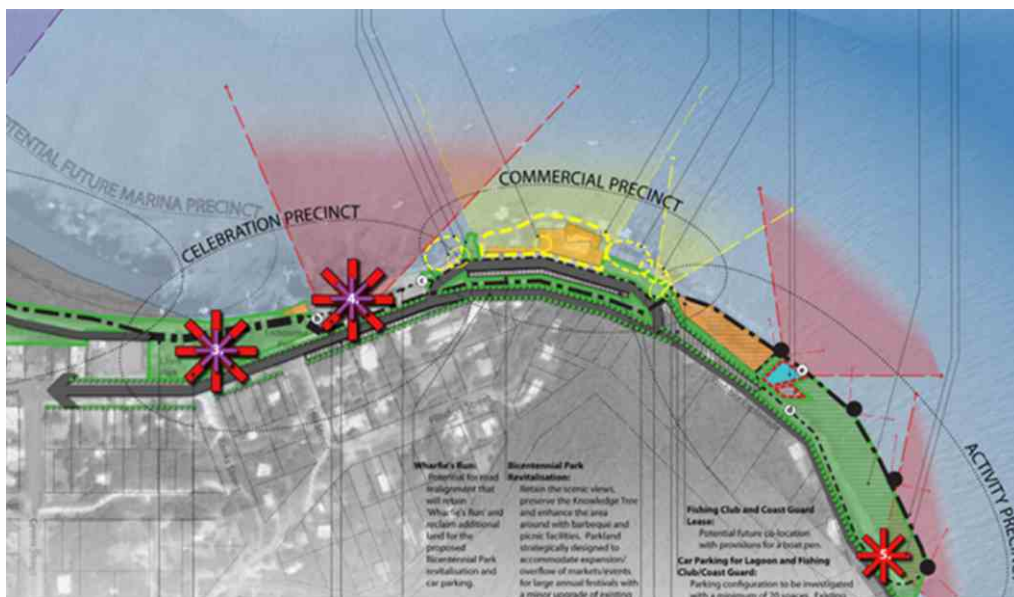


Figure 6: Extract from Cooktown Waterfront Masterplan Project.

## Equitable Social Infrastructure Cont...

### Deep Water Access at Lucinda

There is current no deep water all tide boat access at Lucinda. The current primary marine access is via Dungeness Facility which is impacted by sediment build up and a typically shallow delta. This is a major inhibitor for tourism and recreational boating. 24hr access is needed to enable Lucinda to reach its full tourism potential. The most practical solution is the jetty at Lucinda.



Figure 7: The Dungeness Facility.

### Prior's Creek Redevelopment

Prior's Creek Redevelopment project will develop a currently underutilised area within the Atherton CBD to connect commercial areas with recreational spaces (Atherton Rail Trail) providing an opportunity to revitalise and expand Atherton's town centre. The project will create new jobs during redevelopment and ongoing post development as it will connect commercial areas with recreational spaces attracting visitors to park, rest, shop or partake in the growing adventure tourism market.

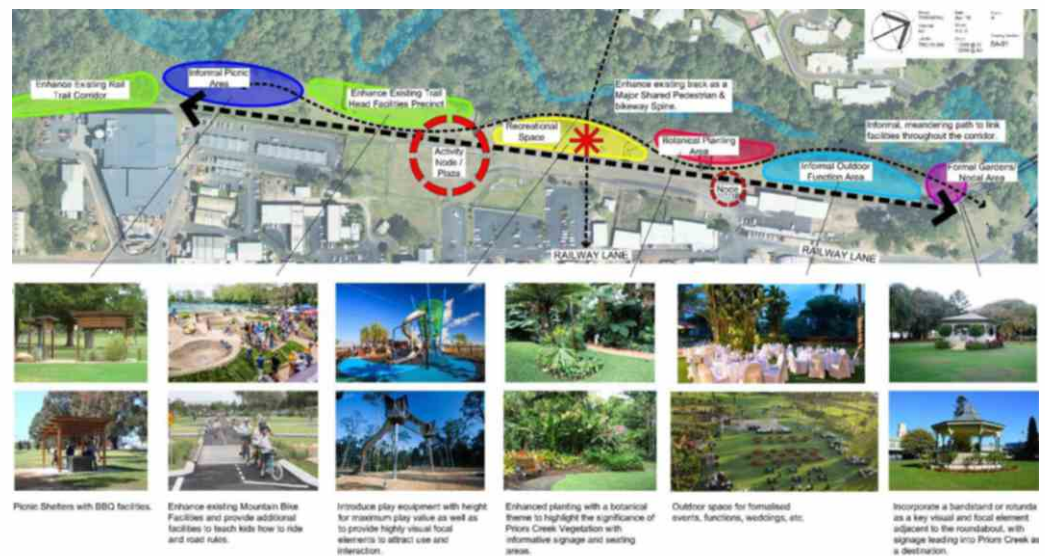


Figure 8: Concept Planning for Prior's Creek Redevelopment.

## Equitable Social Infrastructure Cont...

It will be a family oriented mixed use leisure area with a unique sense of place that focuses on the rail trail and builds upon the established biking activities whilst establishing the area as a principal destination on the Atherton Tablelands. It will also build a sense of place, history and community.

The agreed Objectives for the development of the Prior's Creek Precinct include:

- The development of the area as a pedestrian dominated mixed use area comprising recreation, commercial and residential uses, that is attractive to both tourists and residents alike.
- The retention and expansion of the established mountain bike activities alongside expanded family recreation facilities and multi-functional public spaces.
- The continued maintenance of Priors Creek as a natural asset and a focus of the area.
- A multi-storey built form that faces the rail trail and Priors Creek with residential uses on the floors above.
- A built form and sense of place, including interpretive signage that reflects the importance of the historic use.

***FNQROC is seeking funding to finance redevelopment of the Prior's Creek Redevelopment.***

### Cairns CBD Revitalisation – Shields Street to Esplanade

The Shields Street Heart is a proposal to create new community spaces in the heart of Cairns. The project will greatly increase the green, cool, shaded and sheltered spaces for people to gather in the heart of the City.

The project has three distinct stages:

1. Grafton Street to Lake Street – substantially complete;
2. Lake Street to Abbott Street – currently in progress; and
3. Abbott Street to the Esplanade – planned.

The project complements the recently completed Lake Street redevelopment which accommodated the State Government proposal to link the northern and southern sections of Lake Street as part of the Cairns Transit Network upgrade. The project will support, strengthen and grow the local economy through increased employment, increased tourism (community and visitors) and improved small business activity.

The project costs for stages 1 and 2 are \$18.8 million. The estimated costs for stage 3 (Abbott Street to Esplanade) are in the order of \$10 million.

***FNQROC is seeking:***

1. \$10 million for stage 3 of the Cairns CBD revitalisation.

## Indigenous Area Business Opportunities

### Wujal Wujal

Wujal Wujal are keen to work towards increasing employment opportunities within their Council area. They believe this can be achieved through tourism, infrastructure (new and renewal), service industry and environment. Increasing employment opportunities for their community members will reduce dependency on social security and create a pathway for youth.

### Hope Vale - Sealing Battlecamp Road and Mclvor River Road

Hope Vale currently exports Bananas from the region and acknowledge efficiencies can be obtained by completing the sealing of Battle Camp Road from where it intersects with Endeavour Valley Road and Cooktown Mclvor River Rd to the Peninsula Development Rd. Sealing this road will not only increase all weather access, product transport efficiency but also tourism opportunities and reduce safety risks. Hope Vale have the resources and expertise to be able to undertake road construction and maintenance activities.



Figure 9: Battle Camp Road.



Figure 10: Mclvor River Road – Carol Ck (causeway at Hoods).

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