Kirbys Road Environment Reserve, Obi Obi
Master Plan

Sunshine Coast COUNCIL

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1.0 INTRODUCTION & OVERVIEW

Introduction

The Kirby's Road Environmental Reserve was purchased by council in 2011 under the Environmental Levy Land Acquisition Program. The reserve adds 213.36 hectares of land to the region's conservation estate, protecting a key link between the core areas of Kondalilla National Park and Maleny National Park.

The management intent for this reserve is to protect and restore the site's intrinsic bio-diversity and ecological values; while also providing controlled access for recreation. The recreation intent for the reserve is to host a variety of low impact, active and passive recreation functions for the local sunshine coast community and broader visiting public.

Project site location in context

The project site is located along the western reaches of the Sunshine Coast's Hinterland, approximately 11km Northwest of Maleny and 8km due west of Montville. (Refer - Site location plan)
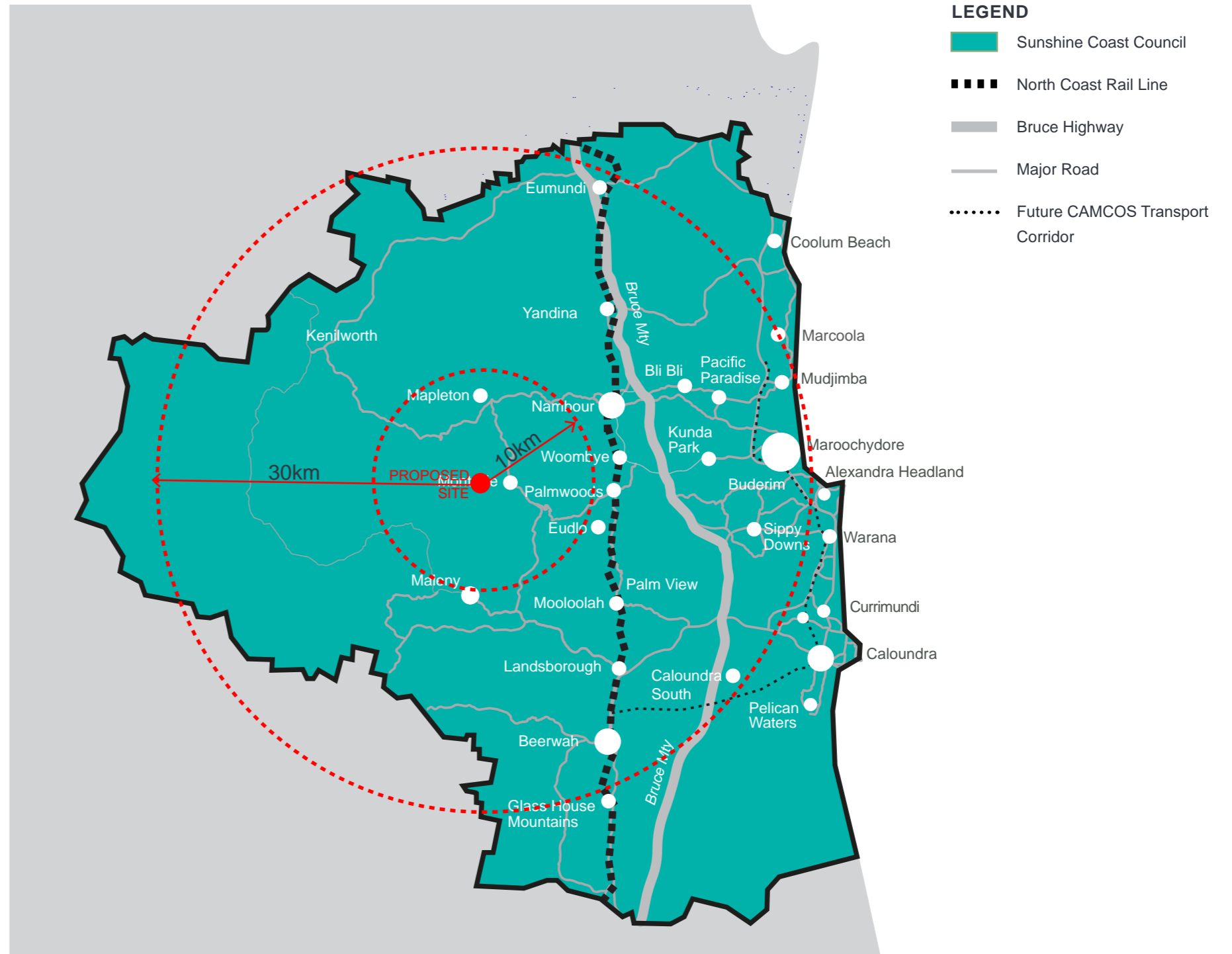
Existing situation

The reserve is located in the upper Mary River catchment with permanent and seasonal creeks flowing into the lowland reaches of the Obi Obi Creek. The Reserve consolidates and protects environmental connectivity values between surrounding conservation estates, while facilitating nature-based recreation and education and cultural opportunities.

The property previously operated for dairy production which ceased in about 1980. Additionally, there is evidence of historical timber harvesting, evidenced by many large tree stumps and springboard scars. Managed forestry timber harvesting continues to the present day, with the previous property owner entering into a 35 year agreement - (Est. 1998) - with Forestry Plantation Queensland, now HQPlantations.

The existing site embellishments include:

- Private forestry plantations
- High voltage power easement
- Registered road reserve
- Standard council access gate and lock
- Network of fire tracks and walking trails
- Boundary fencing

LEGEND

- Sunshine Coast Council
- North Coast Rail Line
- Bruce Highway
- Major Road
- Future CAMCOS Transport Corridor

Site location plan

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2.0 PROCESS & METHODOLOGY

The project development process

There are several key stages in the project development process to ensure all major stakeholders are engaged and have the opportunity to add value to the project. This ensures the evolution of a highly resolved strategy and a site responsive design outcome is developed for the site.

The process take for this project encapsulates eight stages toward implementation of constructed outcomes, which are as follows:

STAGE 1:   **Policy, Planning and Analysis**
Council's corporate plan and policy documents inform strategic planning and analysis toward achieving key objectives for the overall community

STAGE 2:   **Site Assessment**
This is a level of due diligence required to ensure council are making rational and responsible decisions toward achieving its strategic objectives.

STAGE 3:   **Acquisition and Establishment**
This is where council acquires assets for the community and determines site values and commences the initial discussion with key stakeholders

STAGE 4:   **Master Planning** - *Current Project Phase*
This form of high level design is a wholistic approach toward planning the development of the site in the most appropriate and flexible way possible.

STAGE 5:   **Community Consultation**
Community workshops are held to gather ideas, uncover issues, explore themes and develop spatially located design responses. This enables a better understanding of needs, while establishing relationships with important community stakeholders.

STAGE 6:   **Council Endorsement**
Post consultation, all comments and feedback are evaluated and integrated as required into the final version of the master plan. A succinct report is then sent through to council for endorsement of the plan.

STAGE 7:   **Detailed Design**
The priorities outlined in the master plan and explored in the consultation process are designed and documented in detail for tendering purposes.
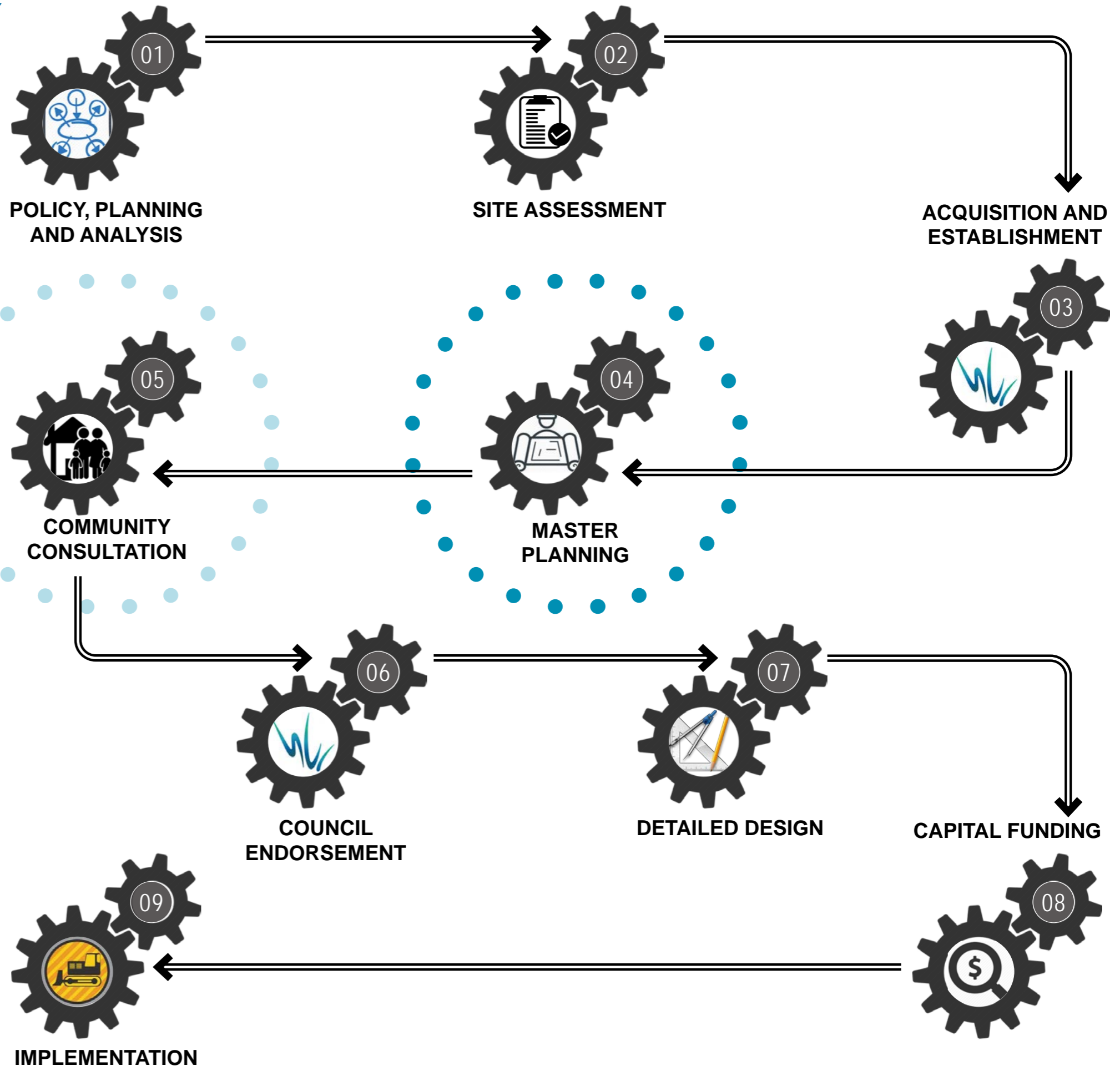
STAGE 8:   **Capital Funding**
Funding for the project can be sourced from a number of different avenues. Once a stage of works is designed and documented in detail, funding from council is likely to be allocated as and when it becomes available within the 10 year Capital Works Budget.

STAGE 9:   **Implementation**
The staged implementation of the Master Plan will occur over a number of financial years and deliver outcomes in order of priority.

By utilising this approach for the project, it will enable the evolution of a highly resolved and informed design outcome that is unique to the Sunshine Coast community and the site. The consultation process encourages the local community to take an active role in the future design development of the overall facility and, upon completion become guardians of the site, while visitation increases and regular activation develops over time.

01 POLICY, PLANNING AND ANALYSIS

02 SITE ASSESSMENT

03 ACQUISITION AND ESTABLISHMENT

04 MASTER PLANNING

05 COMMUNITY CONSULTATION

06 COUNCIL ENDORSEMENT

07 DETAILED DESIGN

08 CAPITAL FUNDING

09 IMPLEMENTATION

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3.0 PURPOSE & VISION

What is a Master Plan?

A master plan provides a vision for a site, identifying what it should look like, and how it should function into the future. A master plan establishes a strong and consistent direction, providing a framework for ongoing improvement. It considers the interrelationship between:

- Current character and functionality of the landscape
- Public expectations and needs
- Emerging issues and trends
- Economic, social, environmental and legislative context of the time.

The result is a plan that balances needs across a range of often conflicting interests. The master plan does not suggest that all elements of the plan should proceed immediately, or that council nor the user groups should be responsible for all capital costs for items that are proposed.

The master plan provides a framework for the future development of a site, so that ad hoc improvements are avoided and community use and long-term viability are maximised.

Purpose and Vision of the Master Plan

The aim of the master plan is to provide a realistic and achievable vision for the site, where the needs of the user groups, community and Council are established and balanced. The plan includes a staged approach to development that provides for smooth implementation, limiting impact on users/ council resources/ community funds.

This report will guide community, Council and user-group decision making and resource allocation. Over time the site will undergo changes as funding becomes available to meet the desired needs of the community and management plan outcomes. Therefore the master plan should be regularly reviewed to ensure the outcomes continue to meet community needs in the best possible way.

The proposed master plan is located in the following section of this report.

The vision for the Kirby's Road Bushland Reserve is:

To provide an ecologically diverse and attractive bushland reserve that provides passive and active recreation and educational functions for the community.

The proposed functions and facilities range from outdoor education areas, quality camping facilities for groups, families and others looking for more of a "wilderness" experience, a day use recreation node, a rest area and terminus for the great walks that connects into the sites network of walking and touring pathways.

A number of these upgrades, additions and changes will result in some form of development around the site. Each stage of development will follow the strategic vision of the master plan to meet the anticipated future needs of the community.

The plan aims to provide optimal and innovative use of the site for environmental restoration, protection and education; as well as both passive and active recreation functions for the wider community.

Potential Infrastructure and Recreation Uses:

Some of the embellishments proposed for the site include:
- Opportunities for rock climbing along the existing escarpment (pending cultural investigation)
- Low key infrastructure for geo-caching, orienteering and adventure racing events
- Improving and formalising the existing walking trail network
- A car parking area
- Areas for revegetation and tree planting and
- Permit controlled camping areas;
- *Refer to Indicative Character Images*

Hiking and Trail Classifications

Reference: A guide to Walking Tracks on the Sunshine Coast

No bushwalking experience required. Flat, even surface with no steps or steep sections. Suitable for wheelchair users who have someone to assist them. Return distance is 5km or less.

No bushwalking experience required. The track is a hardened or compacted surface and may have some steps or gentle hill sections. Return distance is 10km or less.

Suitable for most ages and fitness levels. Some bushwalking experience recommended. Tracks may have steps or sections with steep hills or rough surfaces. Return distance is 20km or less.

Bushwalking experience recommended. Tracks may be long, rough and very steep. Directional signage may be limited. Walks may be more than 20km.

Signage

Signage will play an important role toward the effective use and management of this site. A number of messages will need to be communicated to the future site users through:
- General guidelines for use,
- Directional road signs,
- Welcome and entry signage,
- Traffic and parking signs,
- Walking track and touring signs,
- Amenities signage,
- Camping and permit conditions of entry.

Permits, Day Use and Overnight Stays

There are several day-use areas, rest stops and overnight camping sites located across the Sunshine Coast. Camping and overnight stays are only allowed in approved locations. This includes camping in a tent, in a vehicle or on the ground. Given its location this site could potentially provide a destination for people touring through the hinterland region and provide a rest area on the western side of the range. The intention for this site will be to allow various forms of controlled camping.

Further information:

Requests for further information should be directed to council's Environmental Operations Branch. To view and download a copy of the final landscape plan, visit council's website or send an email to mail@sunshinecoast.qld.gov.au

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4.0 MAPPING THE SITE

Understanding the mapping overlays of the site

This section of the master plan provides a basic snapshot of the mapping overlays across the site. Each mapping layer identifies significant attributes within the context of the region or more specifically within the boundary of the site.

These layers provide an opportunity to see the interrelationship between the site and its greater context and should only be used as a guide for high level planning and general decision making before engaging in further detailed onsite investigations.
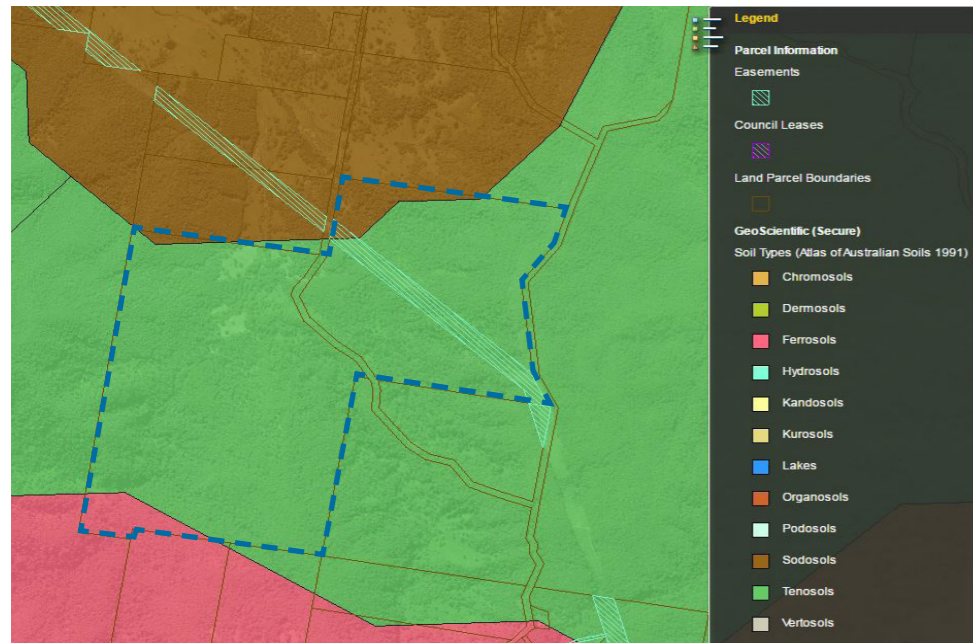
The layers include:
• Environmental Information
• Land tenure
• Soil types
• Vegetation catchments
• Ecosystem information
• Waterways and
• SCRC Planning scheme zones
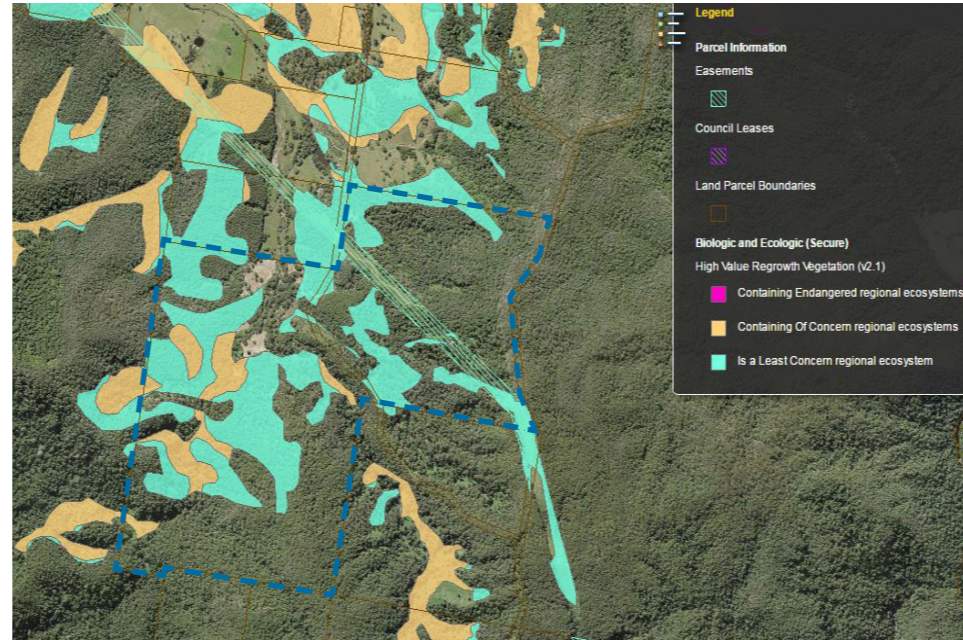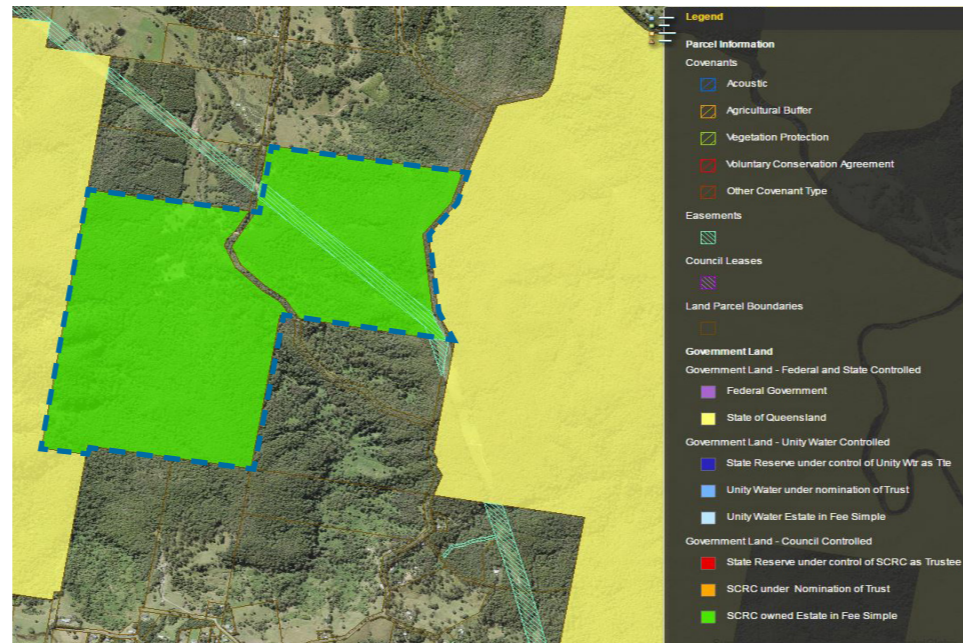

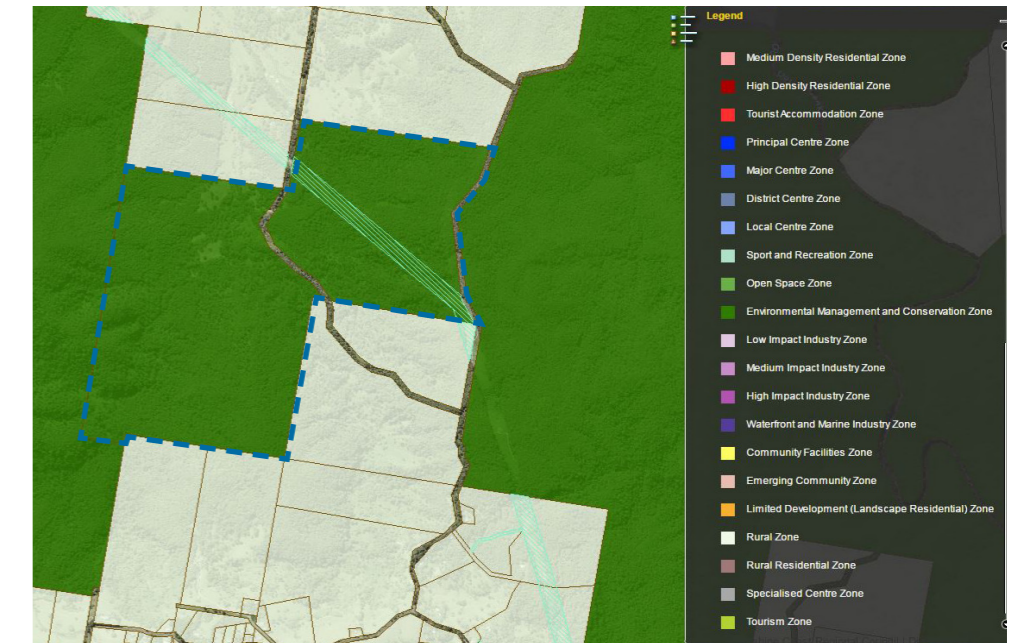BIOLOGICAL AND ECOLOGICAL INFORMATION:
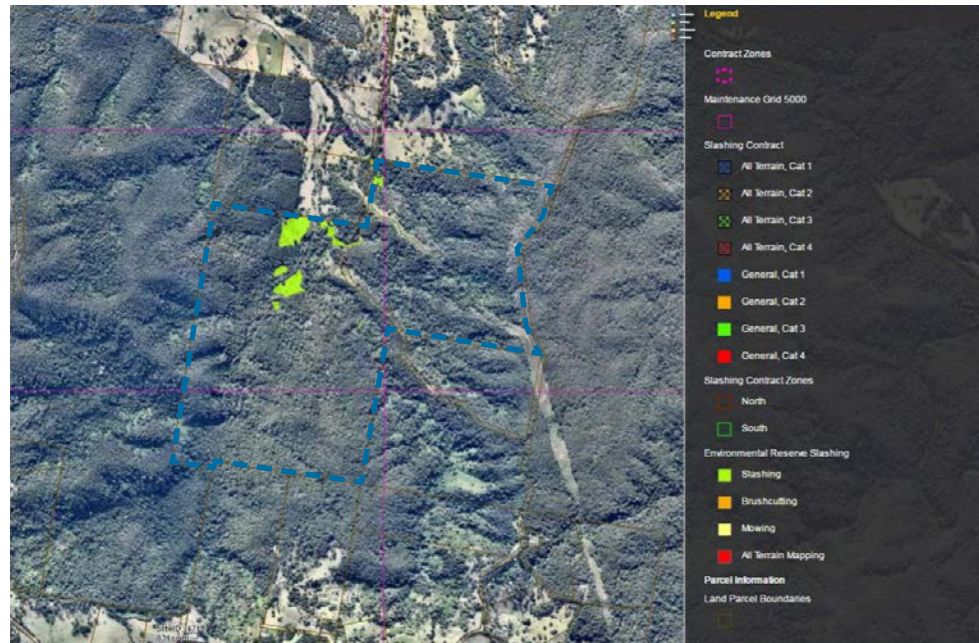HIGH VALUE REGROWTH VEGETATION
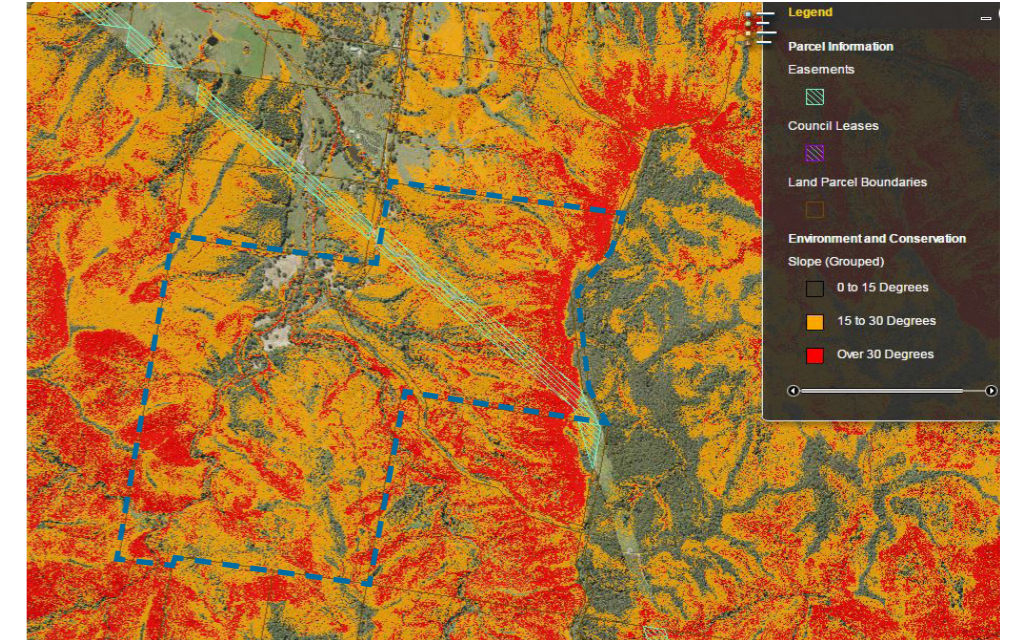
ENVIRONMENTAL CONSERVATION:
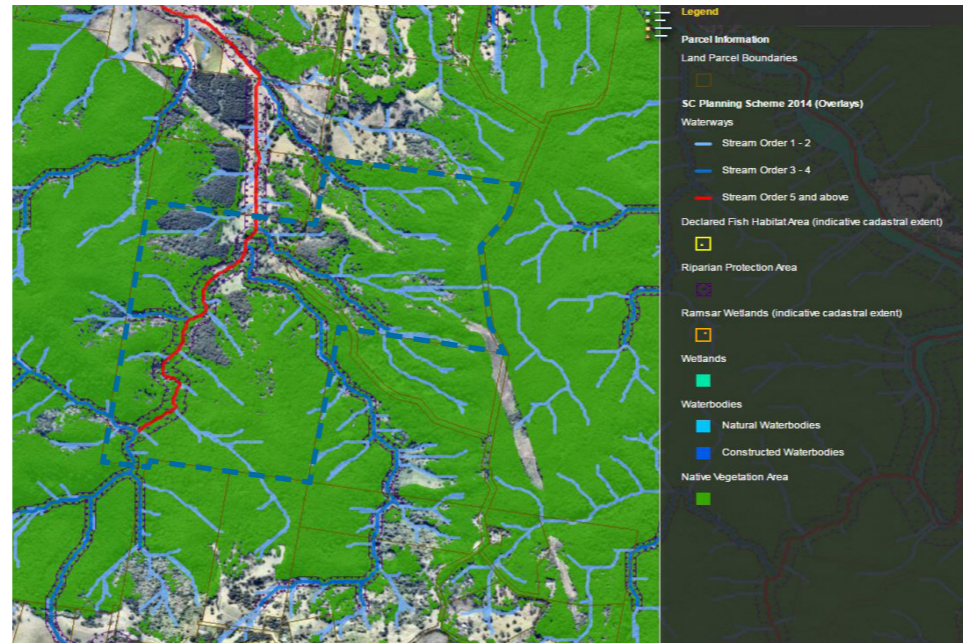SLOPES

GEO-SCIENTIFIC INFORMATION:
SOIL TYPES

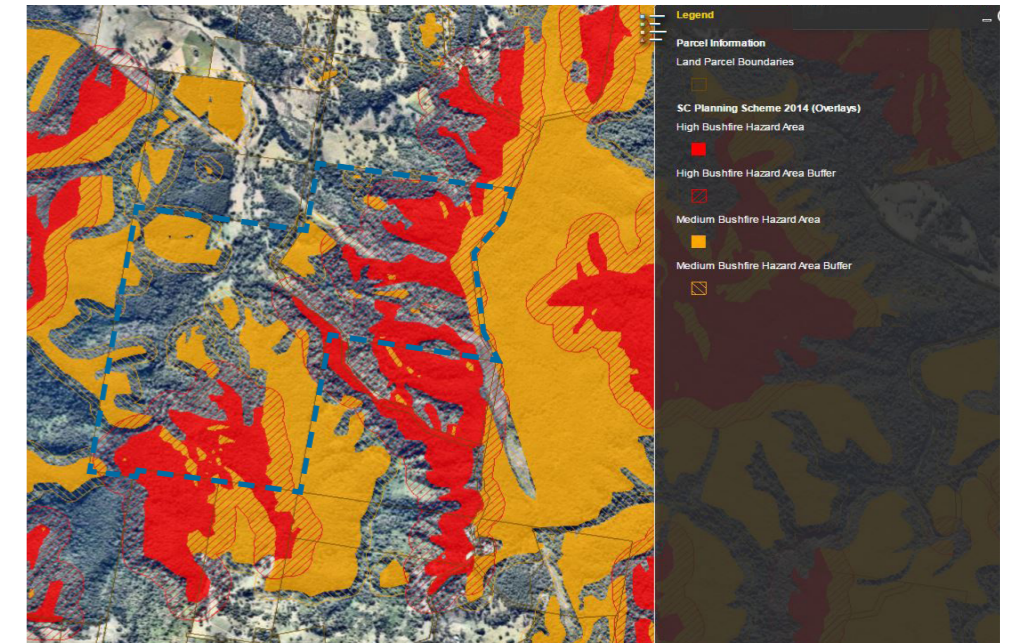LAND TENURE INFORMATION:
GOVERNMENT LAND - FEDERAL AND STATE
CONTROLLED

SCRC PLANNING SCHEME 2014:
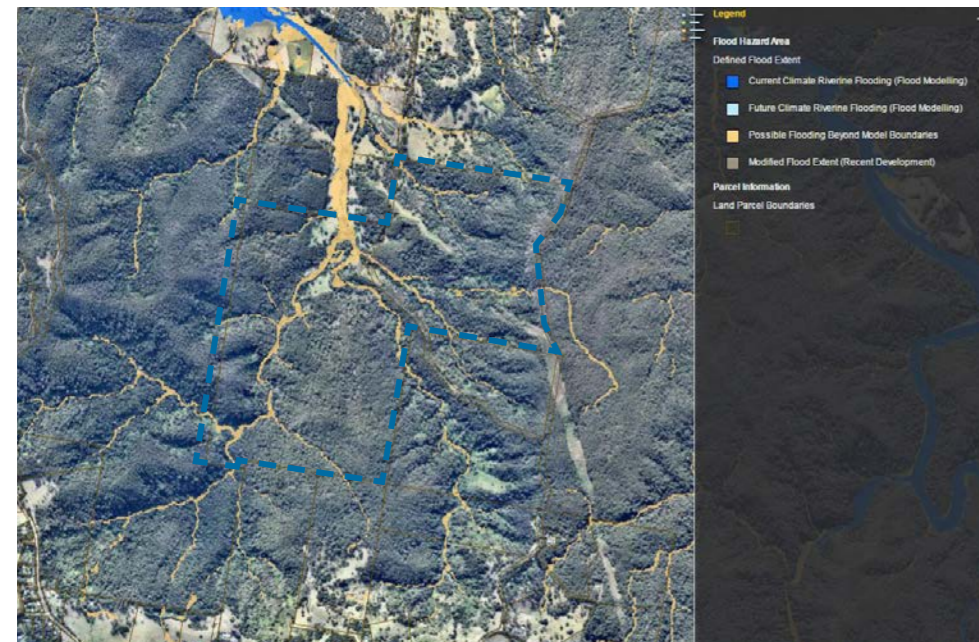ZONING

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SCRC PLANNING SCHEME 2014:
PARKS AND GARDENS MAINTENANCE
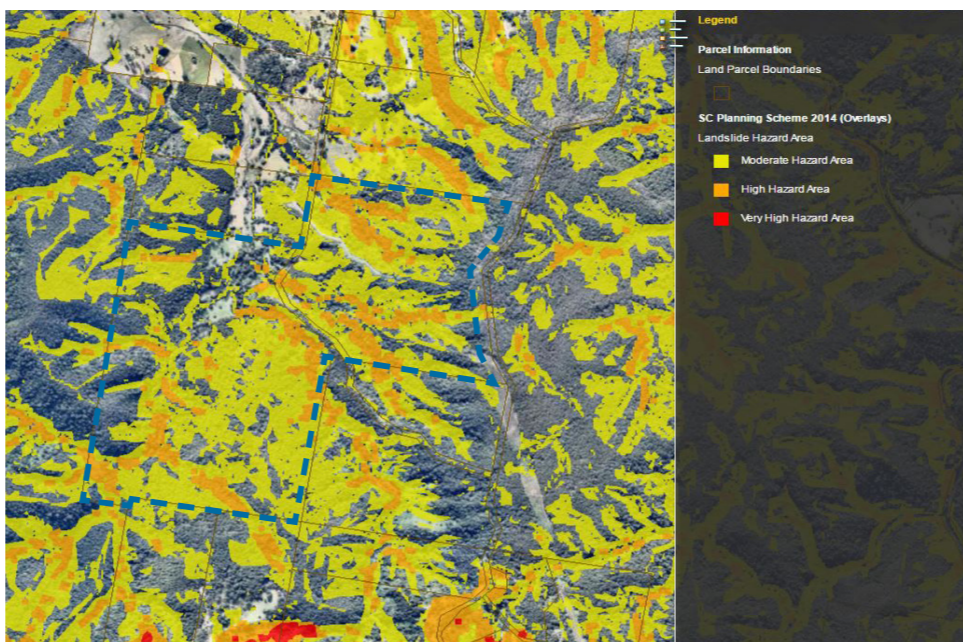CONTRACTS

SCRC PLANNING SCHEME 2014:
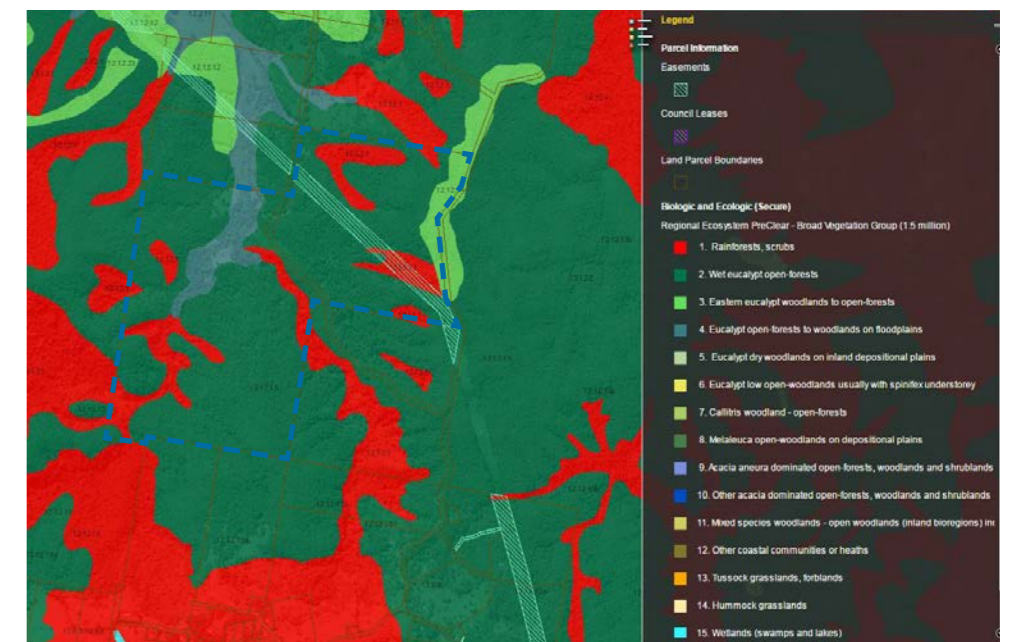WATERWAYS

SCRC PLANNING SCHEME 2014:
BUSHFIRE HAZARD AREAS

GSCRC PLANNING SCHEME 2014:
FLOOD HAZARD AREAS

SCRC PLANNING SCHEME 2014:
LANDSLIDE HAZARD AREAS

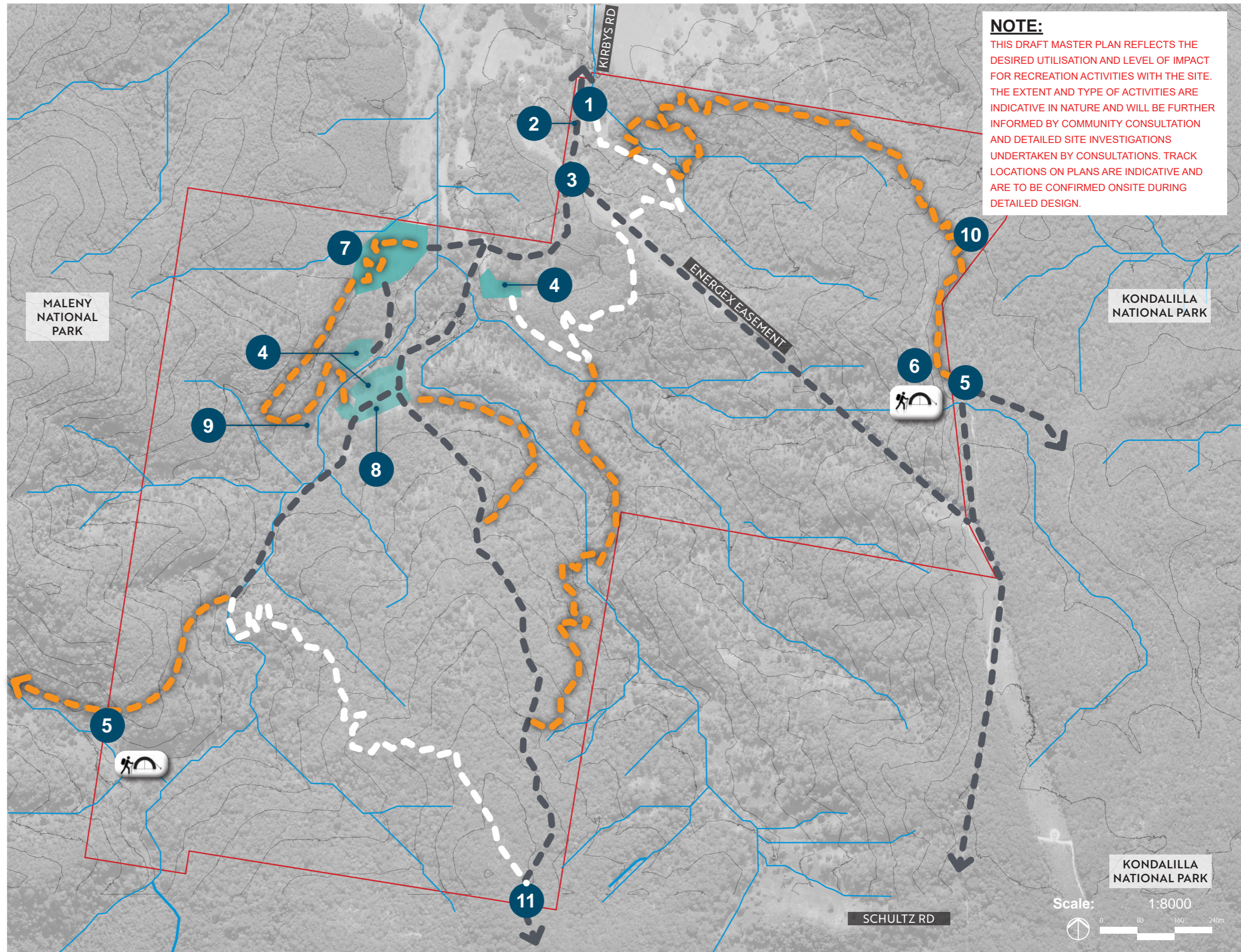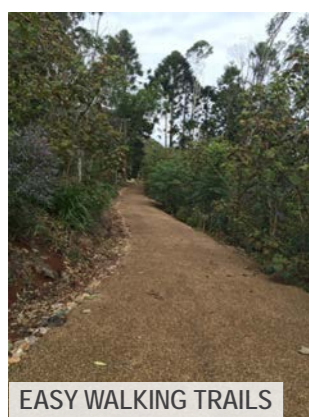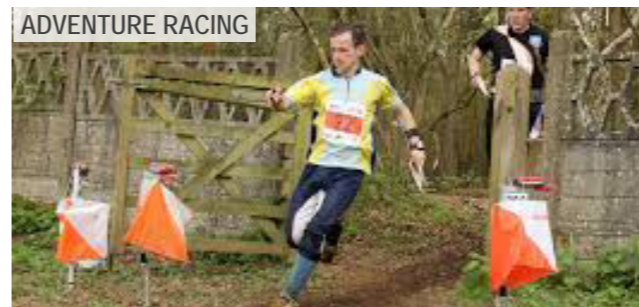BIOLOGICAL AND ECOLOGICAL INFORMATION:
REGIONAL ECOSYSTEMS

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Legend

—— Property boundary

—— Contours (25m interval)

—— Waterway

- - - Existing entry road / fire trails

- - - Existing walking trails

- - - Proposed walking trails (indicative alignment)

▆ Proposed open space / camping area

🚶⛺ Proposed walkers camp

1 Proposed reserve entry
trailhead, day use area and car park

2 New vehicle gate
access by permit only

3 Access upgrade
at crest of hill for safety

4 Proposed open space and/or
camping area (permit only)

5 Proposed trail connection
to adjoining National Park

6 Proposed walkers camp
at trail to Kondalilla National Park

7 Proposed observation field
for Dark Skies

8 Proposed composting toilet
at campground

9 Existing natural amphitheater
for group gatherings

10 Existing escarpment
potential rock climbing activity

11 Existing fire trail
private property access into reserve

KIRBYS RD

MALENY NATIONAL PARK

KONDALILLA NATIONAL PARK

ENERGEX EASEMENT

KONDALILLA NATIONAL PARK

SCHULTZ RD

Scale: 1:8000
0 80 160 240m

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AMENITIES BUILDING

RECREATIONAL DAY USE AREA

BBQ'S

PICNIC SHELTERS

FREE-PLAY

SEATING

GROUP CAMPING

WALKERS CAMPS

ADVENTURE RACING

EDUCATION

YEARNING CIRCLE

WILDERNESS CAMPING

ORIENTEERING

POINTS OF INTEREST

EASY WALKING TRAILS

SKILLS COURSE

LINKS TO THE GREAT WALK

PATHWAY

Kondalilla National Park

CAR PARKING AREAS

FULL DAY USE HIKING

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Character Images

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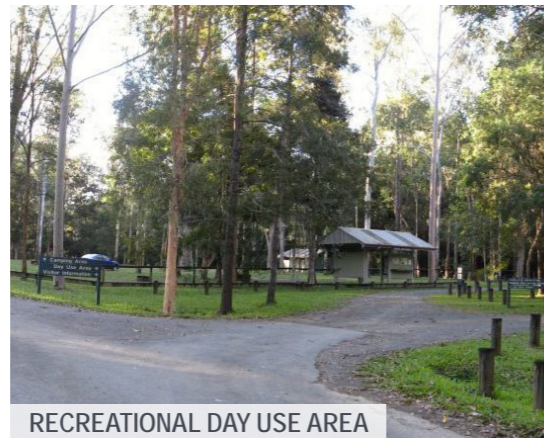
PANORAMIC VIEW FROM WITH THE SITE

OPEN GRASSLAND AREAS

HIGH VOLTAGE POWER LINES

NATIVE FROG SPECIES

NATURAL DRAINAGE LINES

VIEW OF MANAGED TIMBER PLANTATION

FERN SPECIES

REVEGETATION AND TREE PLANTING DAYS
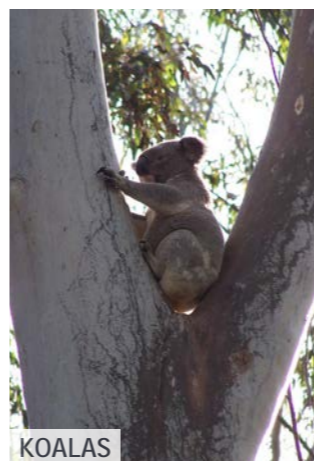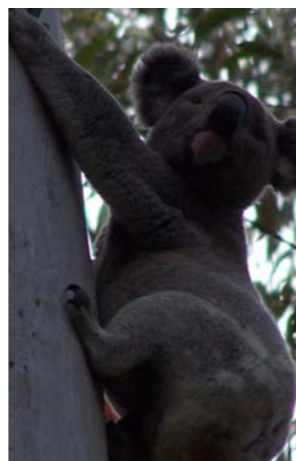
KOALAS

BUTTRESS ROOTS

TIMBER PLANTATION

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Photographic Site Survey Images

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LOCAL PROTECTED RAINFOREST

NATURAL ROCK FORMATIONS

PLANT ADAPTATION

NATURAL DRY CREEK BED
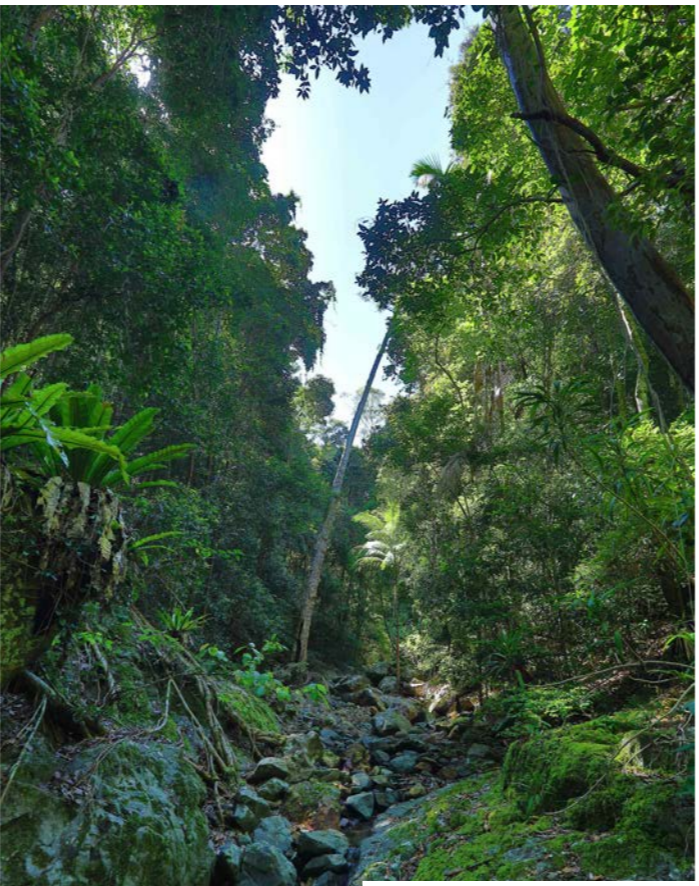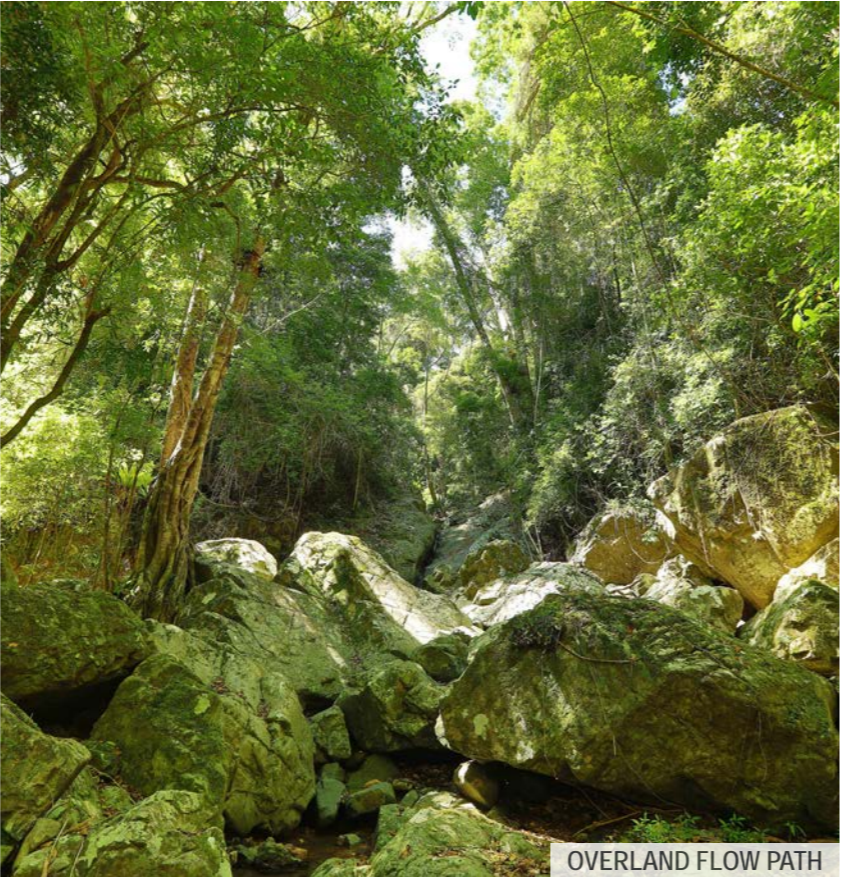
TREE CANOPY HEALTH

PLANT BIODIVERSITY

MICRO-ECOSYSTEMS

REGROWTH

OVERLAND FLOW PATH

RESERVE ENTRY

8

9

7

3

2

1

4

7

3

7

4

9

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10

9

6

5

4

1	Parking area - 7 bays plus 1 DDA	6	Walking trail
2	Wheelchair accessible boardwalk	7	Revegetation / swale
3	Picnic Setting	8	Future gathering / sitting area
4	Dulong rock retaining wall	9	Open grassed area
5	Viewing platform sitting area	10	Stairs to access trail

1:200 @A3   0m   2   4   6   8   10   12   14   16   18   20

**Kirbys Road Environment Reserve, Obi Obi
Car Park & Day Use Area**

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Master plan area 04 -
Day use parking facility concept:

Prior to proceeding with any detailed designs council will need to make a number of strategic decisions and address some key issues with regard to the overall role and function of the day use parking area. Implementing the car park first will provide flexibility, while serving a number of important functions for the site as it develops over time.

Some of the key decisions council will need to make are:

Road Sealing:

1. Permanent sealing the entry/ exit road is the long term preference, however a staged approach to along Kirby's Rd will be necessary.

Parking:

2. Council will develop the parking area in stages, over time as usage increase
3. The desired number of parking spaces council wish to provide will be 40
4. The proposed materials council wish to develop the parking area with are; Compacted gravel and Sealed asphalt.

Users:

5. Council will determine the largest type of recreational vehicle permitted to enter the reserve
6. Consultation and site assessments to ascertain potential for different user groups and facilities provided throughout the

Visitor Information:

7. Council will look toward providing an integrated 'Great Walks Terminus', trail head and local information shelter for visitors to the site in one structure
8. The consultation process will determine which user groups council will provide information for at the "Terminus"

Opportunities:

The following items have been identified as potential project opportunities
- New destination point for multiple user groups and activities, including;
  - Local community
  - Day trip visitors from outside the region
  - Tourists traveling the country by road
  - People using the Great Walks
  - Touring bikes, bird watching, walking, orienteering, rock climbing, etc.
- Providing access to key environmental reserve that links two National Parks

Challenges:

The following items have been identified as potential project challenges
- Cost of establishing the car parking - Refer Development Costings
- Local residents - Mitigating potential impacts or concerns about increased traffic on roads.
- Maintenance - Given the sites size, remote location and proximity to a depot regular maintenance could become an issue with high visitation and transient usage
- Potential vandalism - Given the sites remote location vandalism has the potntial to become an issue for council to manage

INSET PLAN KEY

- ——— EXISTING RP BOUNDARY
- ◀ - - - ▶ MULTIUSE CYCLE PATHWAY
- ——— EXISTING WATERWAYS
- 🚶 PROPOSED WALKING TRACK/S TRAILHEAD LOCATION

WALKING TRAIL CLASSIFICATION
- ●●●●● 2.5 KM - EASY WALK
- ●●●●● 5.0 KM - INTERMEDIATE WALK
- ●●●●● 10+KM - DIFFUCULT WALK

Legend

1. Staged implementation of day use carpark and public access road into reserve: STG1; Gravel + STG2; Sealed
2. Proposed short term layover parking for larger vehicles
3. Standard day use public car parking
4. Larger parking bays for vans, campers and mini buses
5. Proposed 'Great Walks' terminus/ trail head and information shelter
6. Proposed drainage catchment and bio treatment area
7. Permit access point / entry gate and hardpaved, low speed intersection on crest of hill

NOT TO SCALE

INFORMATION SHELTER

TRAIL SIGNAGE

MULTIUSE PATHWAY

SEALED ROAD

CAR PARKING AREAS

WATER SENSITIVE DESIGN

GARDEN AREAS

DRAINAGE

REST STOP SIGNAGE

POINTS OF INTEREST

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Master plan areas 06, 07, 08 -
Camping & recreation facilities concept:

Prior to proceeding with any detailed designs council will make a number of strategic decisions and address some of the key issues regarding the overall role and function of the camping and recreation facilities. Implementing the group camping areas will provide some flexibility, while serving a number of important functions for other areas of the reserve as it develops over time.

Some of the key decisions council will resolve and clarify are:

Site access and circulation:

- Council will seek to formalise and seal the entry/ exit track from the day use car park to the proposed "permit access gate" in stages
- Council will adopt an annual inspection regime for the internal access and maintenance tracks and trails

Camping sites and managing permits:

- Council will issue "Special Activity Permits" with conditions set by Natural Areas - which may include online payment capabilities
- Walkers camps and permits to be coordinated with QPWS
- Central camping sites will be pitched at volunteer groups, small school groups, university group field work, scouts and other organised groups
- The desired number of people within one camping group council wish to provide for will be 40

Vehicle access:

- Large touring buses will be able to turn around at the day use car park
- 15-20 seater coaster are the largest type of recreational vehicle that council will cater for within the reserve
- private vehicles will only be allowed into the reserve with a permit

Scenic amenity and recreation functions:

- The level of embelishment council wish to implent in the central camping area will be interpretive signage, low key camping areas, compsting toilets with a treat before drinking water tank, communal preparation space and group fire pit
- council will develop the site over time providing adequate infrastructure for the central camping area to be utilised

Opportunities:

The following items have been identified as potential project opportunities

- Providing access to a natural area previously not accessible to the general public
- Increasing participation and access to outdoor and nature based recreation
- New destination point for camping groups, environmental education and group learning activities, including;
  - Local schools, universities and other education providers
  - Organised community groups from outside the region

Challenges:

The following items have been identified as potential project challenges

- Cost of establishing the facilities and embelishments - Refer Development Costings
- Increased visitation may trigger the need to upgrade the roads servicing the site
- Whole of life maintenance costs - Given the site's size, remote location and proximity to a depot; regular maintenance of the facilities could become an issue with high visitation and transient usage
- Potential vandalism - Given the site's remote location vandalism has the potntial to become an issue for council to manage
- additional considerations include, flood, fire and other environmental hazards

INSET PLAN (C) KEY

——————	EXISTING RP BOUNDARY
——————	EXISTING WATERWAYS
– – – –	INTERNAL ACCESS TRACKS
‖‖‖‖‖‖‖	EXISTING FIRE TRACK AND TOURING TRAIL NETWORK
	PASSIVE RECREATION AND SCENIC AMENITY AREA
	OPEN SPACE COMMUNITY CAMPING AREA
	AREA OF REVEGETATION PLANTING
	WILDERNESS CAMPING AREA
	PROPOSED WALKING TRACK/S TRAILHEAD LOCATION

Legend

5. Access road into camping area from day use carpark + Proposed Permit access point / entry gate and hardpaved, low speed intersection on crest of hill

6. Proposed passive recreation and scenic amenity function -(passive recreation, free play, group learning and skills course area)

7. Proposed permit based "open space" community camping areas with communal facilities amd composting amenities

8. Proposed permit based and self sufficient "wilderness" camping areas with composting amenities

9. Existing natural amphitheatre - potential to be used for small scale music and cultural events, group education programs, team events and overlow camping area

MALENY NATIONAL PARK

KIRBY ROAD ENVIRONMENTAL RESERVE

NOT TO SCALE

GROUP CAMPING SITES

OPEN AREAS

GROUP FIRE PITS

WILDERNES CAMPING

SELF SUFFICIENT AMENITIES

COMPOSTING TOILETS

COMMUNAL AREAS

COOKING

FRISBIE GOLF

MINI CHALLENGES

GROUP SKILLS

TREE PLAY

FREE PLAY

LEARNING SHELTER

GROUP LEARNING

AMPHITHEATRE

TOURING BIKES

BIKE SKILLS

TIRES

BALANCE

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