

Headland Car Park - Agnes Water Beach Walking Track

Project Brief

August 2016

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Program name:	Capital Works
Division/Unit:	Discovery Coral Coast
Document status:	Draft

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Revision history

Revision date	Version No.	Author	Description of changes
07/09/2016	V1	Michael Saunders	Document creation

Approvals

Project management team	Name	Signature	Date
Project Executive	Russell Davies		
Senior User	Lynn Hodgkinson		
Senior Supplier	Denis Dray		
Project Manager	Monique Shepherd		

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1 Project definition

1.1 Background

Joseph Banks Conservation Park is located at the town of Seventeen Seventy. The area is growing rapidly in popularity as a coastal holiday destination. Gladstone Regional Council (GRC) is expanding their visitor activities including bike and walking tracks.

In 1995 a Master Landscape Plan was approved which covered the installation of formal walking tracks, car parks and lookouts.

- Lookouts were installed on the headland in 1996.
- In 2005/6 QPWS and GRC undertook a joint project to install a car park at the Captain Cook monument.
- The Headland car parks were installed in 2010/11.
- The 1.2 km Round Hill Creek walking track linking the Captain Cook Monument to the Headland car park was completed in 2014.
- The Sir Joseph Banks Conservation Park Round Hill Head Development Plan outlines a walking track linking the Headland car park with the southern section of the Conservation Park and Agnes Water Beach, via the Countess Russell Anchor site.
- Tupia Street Car Park has recently been upgraded with hot mix seal by GRC.

1.2 Objectives

- Divert visitor foot traffic from Tupia Street, Ocean Drive and Sir Raphael Cilento Drive improving safety and removing the risk of pedestrians being struck on these roads while traversing between the Headland precinct and southern sections of Sir Joseph Banks Conservation Park.
- Improve the visitor experience of the Agnes Water and 1770 area as per the QPWS Agnes Water/1770 Protected Area's Management Plan. The existing informal walking track linking Tupia Street car park to Agnes Water Beach is used heavily by visitors and local residents. It is a popular walking track that this project will retain and improve.
- Provide further visitor opportunities with Stage 2 completion of the Sir Joseph Banks Conservation Park visitor enhancements, linking the Headland car park node to Agnes Water Beach via Countess Russell Anchor and Tupia Street car park.
- The informal track is not made to any QPWS standard and has no interpretative infrastructure in place. Formalising this track will greatly improve user safety and minimise risk to members of the public and the environment.

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1.3 Scope

1.3.1 Included

The scope of the project includes:

The project will be completed in three stages, aligning with available funding sources through FY 2016-17, 2017-18. The track will be built to AS 2156.1 (2001) and Class WT3 and WT4 QPWS facility guidelines. Gradient of the track may exceed 1:10 for short sections but generally will be no steeper than 1:10. Steps may be commonly used.

Stage 1

Contractor track alignment formation work for 800m Tupia Street car park to Agnes Water Beach section including:

- Clear, bench and batter track alignment – possible variable width to 1600mm to accommodate side by side access
- Import 200 minus rock for levelling 10m depressed section
- Import track finishing material, to be specified
- WT3 Class section from the car park to Honeymoon Bay
- WT4 Class section from Honeymoon Bay to Agnes Water beach
- Utilise existing alignment of informal track where possible

Stage 1	Tupia Street to Agnes Water Beach Contractor track alignment formation earthworks	
Completion	EFY 2016	
Costs		
Cultural Clearance (All stages included in this amount)	\$	5,000.00
Contractor Earthworks* (800m)	\$	16,000.00
Rock and Gravel material	\$	5,000.00
Staff Wages (cultural heritage spotter and contractor liaison)	\$	2,600.00
Total	\$	28,600.00

Stage 2

QPWS Staff step/signage/bollard installation and section finishing works, Tupia Street to Agnes Water Beach including:

- Moulded concrete step section installations
- Track surface stabilisation and edging finishing work
- Installation of bollards at Tupia St Car Park trail head
- Installation of trailhead pedestrian totem and plank signage at Tupia St car park and Agnes Water Beach access points
- Rehabilitate redundant informal path

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Stage 2	Tupia Street to Agnes Water Beach - QPWS Staff step/signage/bollard installation and section finishing works	
Completion	Jul-Dec 2017	
Costs		
Cultural Clearance (completed in stage 1)	\$	-
Moulded Concrete Steps x 80@\$100ea delivered	\$	8,000.00
Hardwood finished bollards x 50 @ \$100ea delivered	\$	5,000.00
Trailhead/Cliff warning signage	\$	500.00
Staff Wages (Install step sections, bollards and track finishing)	\$	32,600.00
Total	\$	46,100.00

Stage 3

Headland Car Park to Tupia Street car park via Countess Russell Anchor 900m section works to Class WT4 including:

- Clear, bench and batter track alignment – possible variable width to 1200mm
- Import appropriate rock for benching and drainage in 5m gully section
- Import track finishing material, to be specified
- Utilise existing alignment of informal track where possible
- Installation of trailhead pedestrian totem and plank signage at Headland car park and access point
- Rehabilitate redundant informal path

Stage 3	Headland Car Park to Tupia Street via Countess Russell Anchor section contractor and QPWS works	
Completion	Jan-June 2018	
Costs		
Cultural Clearance (completed in stage 1)	\$	-
Contractor Earthworks* (900m including step sections)	\$	25,000.00
Rock and Gravel material	\$	6,000.00
Moulded Concrete Steps x 80@\$100ea delivered	\$	8,000.00
Trailhead Signage	\$	500.00
Staff Wages (cultural heritage spotter and contractor liaise, install step sections, signage and track finishing)	\$	35,400.00
Total	\$	74,900.00

*Note that in the final planning stages it may be more cost effective for contractor works for Stage 1 and 3 to be carried out in the same phase, dependant on available funding.

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1.4 Products

Key Products to be delivered by this project are:

- Improved visitor safety and amenity
- Walking track
- Interpretive Signage
- Informal trail rehabilitation

1.5 Assumptions

Aboriginal cultural heritage has been investigated in the Joseph Banks stage 1 development of the Round Hill Creek walking track. QPWS identified Indigenous Rangers will assist with surveys for cultural heritage. QPWS Indigenous rangers are recognised for this region. The project will require native title notification prior to work commencing.

1.6 Constraints

Defined constraints for this project are:

- The project site is located on a Conservation Park – legislative and conservation constraints.
- The project is within a State Heritage area – approvals are required.
- The project is within the Discovery Coral Coast Management District – approvals are required.
- All designs and plans need to be assessed and approved by the SE QLD Regional Director.
- A proposed budget estimate for the three stage project is \$159,600 with contingency
- Public access to the site while construction is in progress will need to be considered and managed.
- Works need to be completed prior to end of 2017-18 financial year.
- Wet weather 2016/17 and 2017/18 summer which may delay construction
- Supply of interpretive signage for project – there is a very long queue for interp material
- Availability of contractor

1.7 Related initiatives

The initiatives shown in the table below have a bearing, or are in some way dependant, on this project:

Related program/project	Nature of the relationship
Completion of Sir Joseph Banks Master Landscape Plan (1995) stage 2 visitor enhancements - Link path from Headland car park via Countess Russell Anchor to Tupia St car park and Agnes Water Beach.	Contiguous safe track network
QPWS Agnes Water/1770 Protected Area's Management Plan	Ensure that a range of nature based recreation opportunities is provided to complement recreation opportunities in surrounding protected areas, local government reserves and foreshore reserves.

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2 Outline Project Business Case

2.1 Business options

The business options concerning this investment are:

Description	Advantages	Disadvantages
1. Do nothing	Save money	No link for visitors between sites unless roads are traversed. (Tupia St, Ocean Dve and Sir Raphael Cilento Dve) Erosion from current visitor use will worsen in this sensitive Regional Ecosystem (12.12.19). Safety issues with existing informal trail Master plan will not be completed
2. Only complete 300m Class 3 section of track from Tupia street	Cheaper and quicker to complete. Less infrastructure required and therefore savings in spending	Visitors will still need to traverse Tupia St, Ocean Dve and Sir Raphael Cilento Dve. Safety issues in proposed class 4 section not addressed. Master plan would not be completed.
3. Complete entire Walking track section from Headland car park to Agnes Water Beach	Visitors will not have to traverse roads and will have a more natural experience	Will cost more and take longer due to infrastructure required More maintenance meaning QPWS time and money

The recommended option is number 3 above and is the current detailed proposal.

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2.2 Benefits

Expected benefits	Benefits Measure	Target Measure	Target Date	Benefit Owner
Reduce safety risk to visitors	No Pedestrians on roadway (Tupia St, Ocean Dve and Sir Raphael Cilento Dve)	Compliance with AS	By end of FY	Project Manager
Manage the recreation impacts and visitor experience	Erosion eliminated	Reduction in complaints from the public	Within 12 months of project completion	Local Base
Connecting people with nature	Better visitor experience	Local economy improvement	Within 12 months of project completion	Local Base
Reduce environmental impacts	Properly constructed track that drains with minimal erosion	Stability of the track and gully crossings with no short to long term erosion.	12 months after project completion.	Local Base

2.3 Risks

2.3.1 Business/Benefit risks

The following significant Business/Benefit risks have been identified to date:

- The risks of the end-result meeting the stated requirements, but not fulfilling expectations
- Political factors including public opinion – e.g. Conservation Groups, visitors, residents

2.3.2 Risks if the project does not proceed

The following risks, if the project does not proceed, have been identified:

- Unacceptable safety risk to visitors requiring them to use Tupia St, Ocean Dve and Sir Raphael Cilento Dve when walking between the Headland precinct and the Conservation Park Southern Section.
- Corporate risk resulting from the above risk.
- Complaints from recreation users due to lack of experiences in the area.

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2.4 Costs

The following table provides indicative costs for delivery of the project and likely ongoing operational, maintenance and support needs for the project's deliverables.

The expected life of the project's deliverables is 30 years.

OPERATING	Project costs	Ongoing costs per year
Salaries	\$70600	\$1500
Cultural Clearance	\$5000	
Contractors/ Consultants	\$41000	
Materials	\$32000	\$300
Signage	\$1000	
Contingency	\$10000	
TOTAL OPERATING	\$0	\$1800
CAPITAL	\$159600	\$0

Indicate funding source for project and ongoing costs:

Funding source for stage costs	☐	Core operating funds
	☒	Capital funds
	☐	Allocation from external source Specify.....
	☐	Seeking new funds
Funding source for ongoing costs	☒	Core operating funds
	☐	Capital funds
	☐	Allocation from external source Specify.....
	☐	Seeking new funds

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3 Project approach

3.1 Options analysis

3.1.1 Option 1 - Project delivered using Ranger staff only

Rangers will be used to deliver the products and to manage the project and teams.

3.1.2 Option 2 - Project delivered using contractors only

Qualified contractors will be used for product delivery and management of projects and teams.

3.1.3 Option 3 - Project delivered using combination of Contractors and Rangers

QPWS staff will manage the teams and project. Also QPWS staff will do the majority of product delivery, with contractors delivering the technical aspects.

3.2 Comparison of options

Analysis	Option 1	Option 2	Option 3
Alignment to agency or industry standards and practices	Skills and qualifications may be lacking in QPWS staff for some aspects of the project. e.g. working on machinery	All work done by professional contractors. Some work e.g. managing the public, will still need to be done by QPWS. May require induction of contractors.	Contractors will ensure industry standards are met, while QPWS staff are experienced in Agency standards and policies. Will still require contractor inductions where necessary.
Operations, maintenance and support implications	Will take staff away from normal work program	Will have least impact on MU work programs	Some impact on MU work program but not as much as option 1.
Skill development and training issues	Good opportunity for building skills in staff, but may require additional training costs. Some work can't be done by staff as they need a qualification.	Very little to no skill development opportunities for staff.	Staff will learn by working alongside contractors.
Risks	Standard of work may be less than other options.	QPWS loses a certain amount of project control.	Will require a high level of project and team management.
Cost estimate	Can be expensive as lack of experience in some product delivery, causing time delays.	Contractors can be expensive when doing jobs outside normal activities. Full project management will be expensive.	Cheapest option as QPWS can do the majority of product delivery efficiently and with a high degree of confidence.

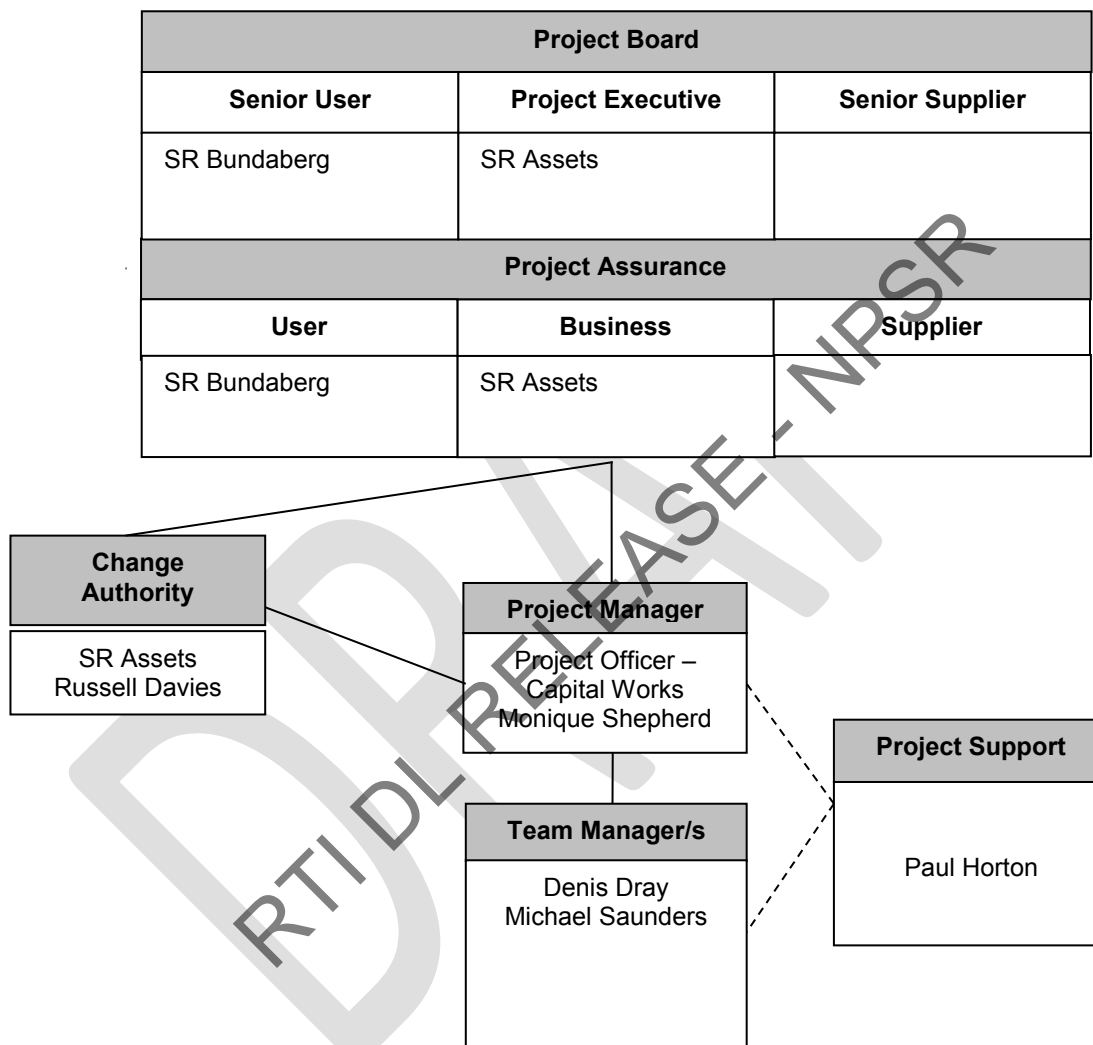
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3.3 Recommended approach

The project approach most appropriate to delivering the project product and achieving the outline Project Business Case is Option 3

4 Project management team structure

The diagram below outlines the project management team structure that has been defined for this project:



Refer to the *Project Organisation Structure and Roles* for detail on the responsibilities that will be fulfilled by each role.

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5 Project tolerances

Tolerance is the accrued permissible deviation from a plan without bringing the deviation to the attention of the next higher authority. The following table identifies the overall tolerances for the project, as set by agency/program management:

Tolerance area	Project level tolerances
Time	Forecast completion date will not be exceeded
Cost	+10% of Budget
Benefit	No Tolerance – Escalate all
Risk	No Tolerance – Escalate all.
Quality	No Tolerance level set
Scope	See budget tolerance levels.

The three levels of management within the project (Project Board, Project Manager and Team Manager) will manage and implement within these tolerances and escalate any forecast breaches of project tolerance.

6 Timeframes

The table below outlines an indicative timeframe for the delivery of this project:

Start date	February 2017
End date	April 2018

Milestones	Expected timeframe
Planning completed	November 2016
Approvals received	November 2016
Procurement processes completed	End of November 2016
Construction Started	Start of February 2017
Construction completed	End of April 2018

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7 Users and any other known interested parties

Name	Position	Business Area	Why?
QPWS Staff		Agnes Water Base	Will be constructing and maintaining the track
Traditional Owners	Gidarjil, PCCC.		Cultural clearance required on track and Interp signage
Locals			Locals currently use track to access beach
Visitors			Will be using the end product

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Appendix – Maps/Images

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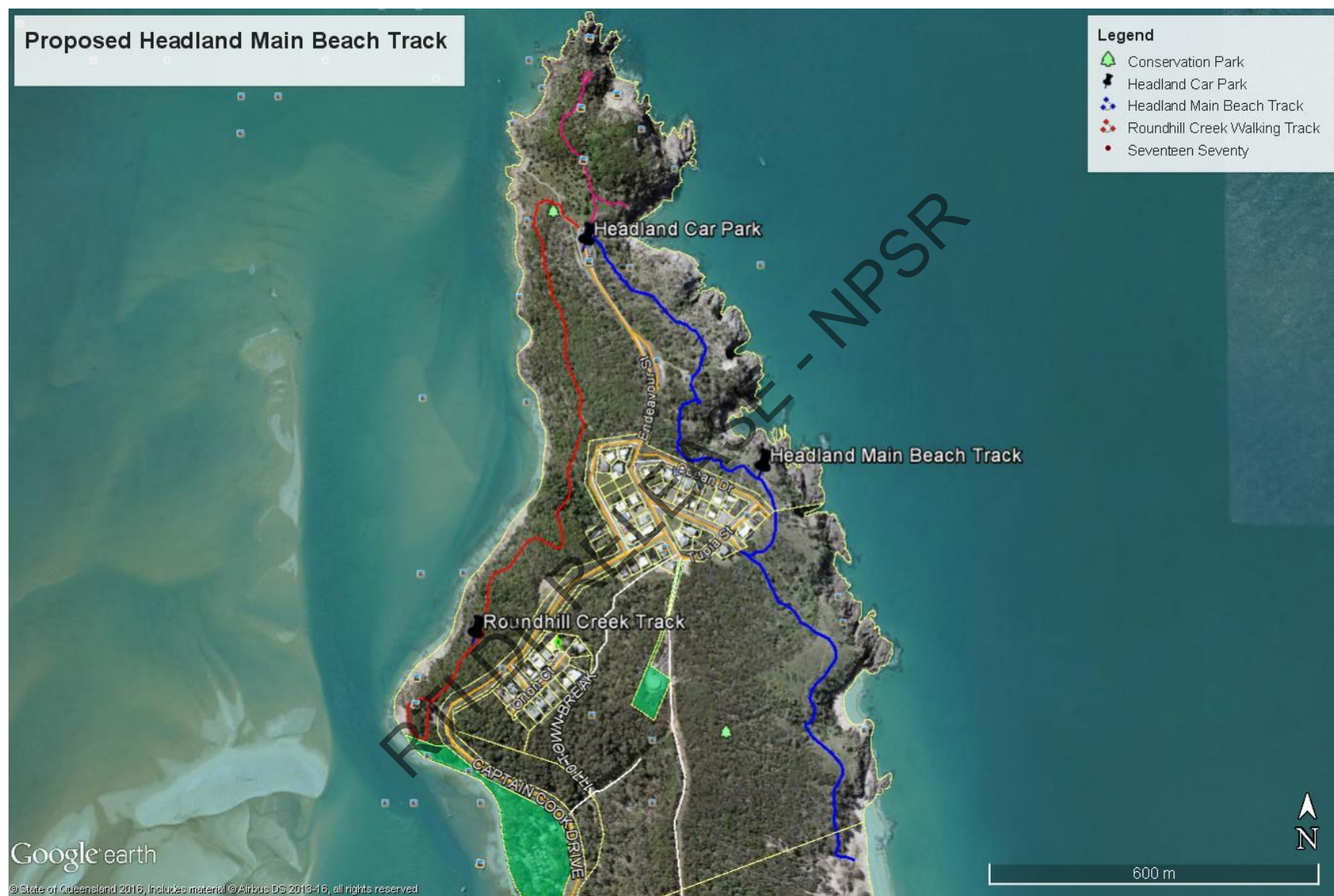


Figure 1- Aerial imagery overview proposed walking tracks

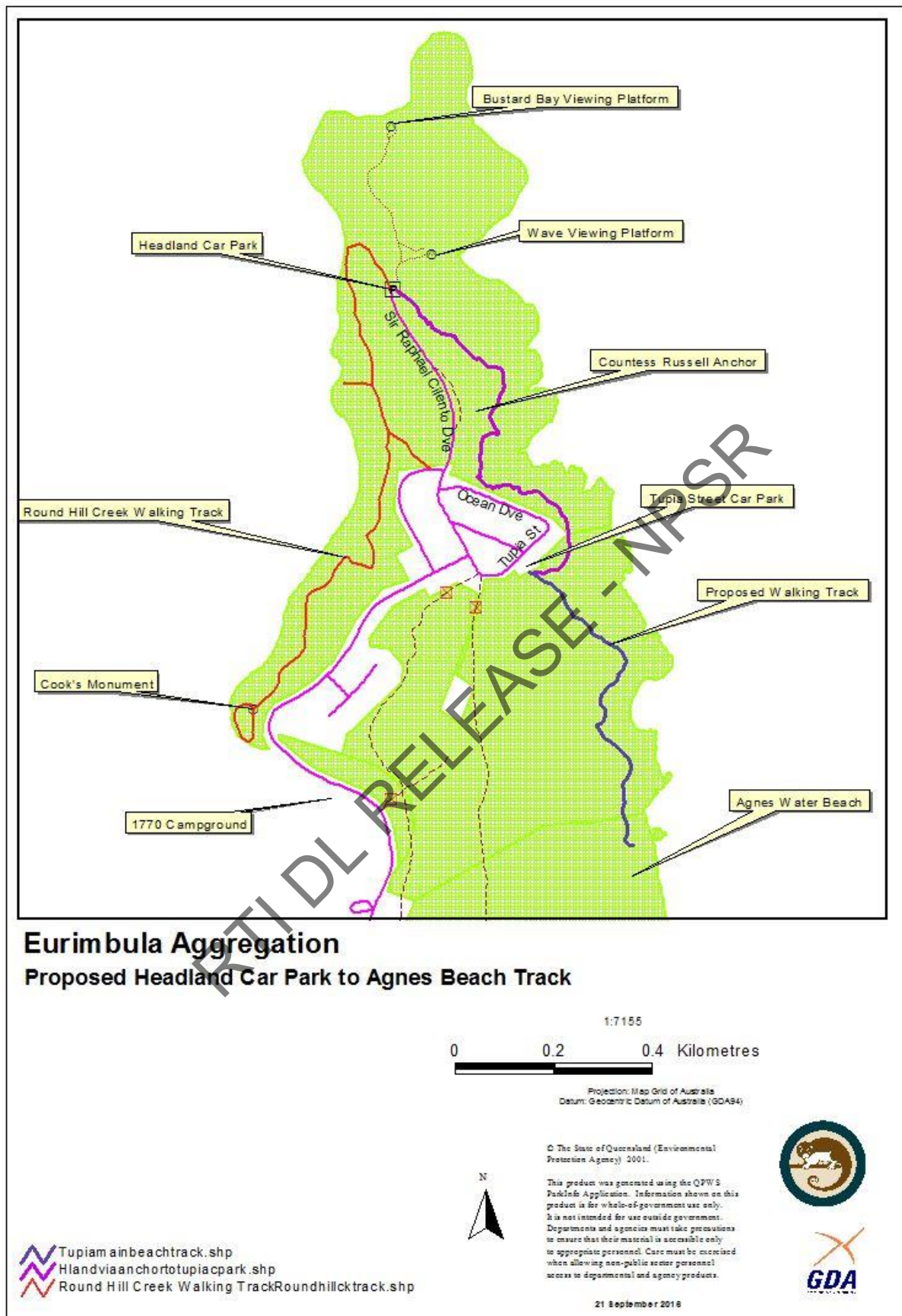


Figure 2 – Proposed track alignment



Image 1 – Tupia Street Car Park (under construction by Gladstone regional Council) commencement of track.



Image 2 – Commencement point, existing informal track

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Image 3 – Class 3 section looking north to Tupia St Car Park



Image 4 – View from proposed alignment. Foreground - Honeymoon Bay, Background Agnes Water Beach

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Image 5 – Steep rock gully section



Image 6 – Steep rocky gully section

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Image 7 – Rocky Gully section



Image 8 – Last section of proposed track at Agnes Water Beach access point

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Image 9 – Agnes Water Beach



Image 10 – View of informal existing trail from Headland car park looking south

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Image 11 – View to Headland looking north from informal trail



Image 12 – View of informal trail alignment requiring upgrade to reduce risk.

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LEGEND

-  PRIMARY CIRCULATION SYSTEM
-  SECONDARY CIRCULATION SYSTEM
-  MAJOR NODE POINT
-  MINOR NODE POINT
-  EXISTING VEGETATION

Theme: Historical nautical navigation

Story 1: Navigation by the stars and early instruments/techniques used by Cook to the present day navigation methods including the use of modern navigation beacons such as that positioned on the headland.

Theme: Historical timeline

Story 1: Geological history

Story 2: Aboriginal history

Story 3: Cook, Endeavour and Banks

Story 4: Present day landuse.

Theme: Significance of site.

Story 1: Orientation of visitors to site.

Story 2: Significance of this particular site in Australian history.

Theme: Cook and the Endeavour

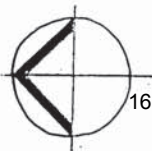
Story 1: Anchorage of the Endeavour in Bustard Creek.

Theme: Banks and Solanders collection of botanical specimens.

Stories: Number of plant species highlighted with reproductions of original botanical drawings and extracts from journal.

Story 2: Nautical history of Bustard Bay highlighting the numerous shipwrecks.

Story 3: Orientation to general 1770 area and view of Eurimbula National Park (presented as a 'historical' map format)



SIR JOSEPH BANKS CONSERVATION PARK
ROUND HILL HEADLAND
TOWN OF 1770

INTERPRETATION PLAN

File A

LEGEND

- PRIMARY CIRCULATION SYSTEM
- SECONDARY CIRCULATION SYSTEM
- TERTIARY ACCESS SYSTEM
- MAJOR NODE POINT
- MINOR NODE POINT
- EXISTING VEGETATION
- REHABILITATION AREA

ROUND HILL LOOKOUT
ONE WAY CIRCULATION TO CANTILEVERED
TIMBER DECK (MINIMAL PATHWAY/TRACE
CONSTRUCTION) - MINOR POOL REMOVAL &
CIRCULATION OF TRAIL SURFACE ONLY.
DECK TO MAINTAIN 270° VIEW & PREVENT
DISCOURAGE FURTHER ACCESS TO BEACH.

INTERPRETATIVE SIGNAGE
DISPLAY TO FORM PART OF HANDRAIL
TO DECK STRUCTURE - HISTORICAL &
GEOLOGICAL DATA SPECIFIC TO HEADLAND.

INFORMATIVE SIGNAGE
WARNING OF DANGER (ACCESS
BEYOND LOOKOUT
REHABILITATION AREA).

MAINTAIN INTEGRITY OF RIDGE
NO VERTICAL ELEVATION.

STABILISE TRAIL THROUGH SCRAP
WITH DRY STONE / RANDOM WALLS
AND KEYSTONES TO LOWER SIDE
INTERPRETATIVE SIGNAGE
- VEGETATION.

MINOR NODE POINTING POINT
MAINTAIN VIEWS TO ESTUARY
AND BEACH
POSSIBLE WHEELCHAIR ACCESS
TO THIS POINT ONLY.

STABILISE GRASSES AND VEGETATION
COVER TO ACHIEVE BEACH AND WOODS.

CATWALK
DISCOURAGE ACCESS AND
PREVENT IMPROVE ACCESS FROM
LOOKOUT - NO FENCING - USE
LOOKOUT DECK STRUCTURE TO
DEFINE DESTINATION POINT.

INTERPRETATIVE SIGNAGE
GEOLOGICAL FORMATION OF
INLET (SEA).

INFORMATIVE SIGNAGE
NO ACCESS BEYOND LOOKOUT
- REHABILITATION AREA.

LOOKOUT
FORMATIVE DESTINATION
POINT WITH CANTILEVERED
DECK STRUCTURE.
REHABILITATION WITH
CANTILEVERED TO GOAT
TRACKS AND DISTURBED
SLOPES.

SEA CAVE
AVOID / DISCOURAGE ACCESS
TO THE SEA CAVE. SITE PATHWAY
TO LOWER SIDE OF RIDGE TO
DISCOURGE EXISTENCE OF THE CAVE
WHAT THEY DON'T KNOW WON'T
HURT THEM!
INTENSIVE PERIMETERIZATION
AND FENCING TO
DEFINED AREAS.
IMMEDIATE INTERPRETATIVE
SIGNAGE OF
DANGER.

WHEELCHAIR ACCESS
TO CIRCUS POOL?

MAJOR REHABILITATION
TO EXPOSED ROCK
REHABILITATION FENCING
TO DISCOURGE ACCESS
SIGNAGE - BEACH AREA.

TO ACRES
WATER BEACH

BUS PARKING

WHEELCHAIR
PARKING

VISITOR CENTRE
MAIN INTERPRETATION SHELTER
WITH BOTH INFORMATIVE / DIRECTION
SIGNAGE. FINE LINE FENCING
FACILITIES IN THIS LOCATION WILL
NOT DISTURB FROM THE
HEADLAND CHARACTER AND
WILL SUSTAIN HIGHER LEVELS
OF USE.

VEHICULAR CIRCULATION
MODIFY EXISTING ROADWAY TO
INCLUDE / PERMIT BUS TURNAROUND
AS SHOWN. UTILISE DESIRED AREAS
FOR EXTENDED ROADWORKS INFRASTRUCTURE.
REHABILITATE MEDIAN.
ESTABLISH ADDITIONAL PARKING (VEHICLES
& BUSES) TO MAIN INTERPRETATIVE SHELTER.

EXISTING CARPARK
MODIFY CARPARK LAYOUT TO ONE WAY
SYSTEM. WITH FORMALISED PARKING
AS SHOWN. UTILISE EXISTING CARPARK
AND LIMIT TURNAROUND
EXPANSION.
PLANTING ISLANDS TO
SCREEN VEHICLES.

TO COOL'S
MONUMENT

PATHWAY TO FOUNDED OLD ROAD.

FORMATIVE TRACK OVER
EXISTING PATHWAY
STAIR TREATMENT WHERE
REQUIRED.
REHABILITATE ERODED PATHWAYS.

FORMATIVE WALK ACCESS
POINT.

MAINTAIN SLOPES UNDEVELOPED / VISUAL
INTEGRITY OF HEADLAND SADDLE!
FORMATIVE CONNECTION TO LOWER
BEACH ACROSS ROCKY HILLS.
NEED TO MONITOR CONDITION OF
GOAT TRACKS - LONG TERM.

MAJOR NODE POINT
DRY STONE WALL / SENSING WITH
PARKING / WALKWAY / HILLSIDE
AND MODIFIED CARPARK LAYOUT.
MAIN INTERPRETATION - HISTORY
SIGNIFICANCE OF COOL'S BANKS
POSSIBLE CULTURAL INTERP.
(RELIC SCULPTURE).

AUDERSON JACOB
LANDSCAPE ARCHITECTS
CANNIBO SHIRE COUNCIL

SIR JOSEPH BANKS CONSERVATION PARK
ROUND HILL HEADLAND
CONCEPT RE-DEVELOPMENT
18-107 11:000 MAY 95'

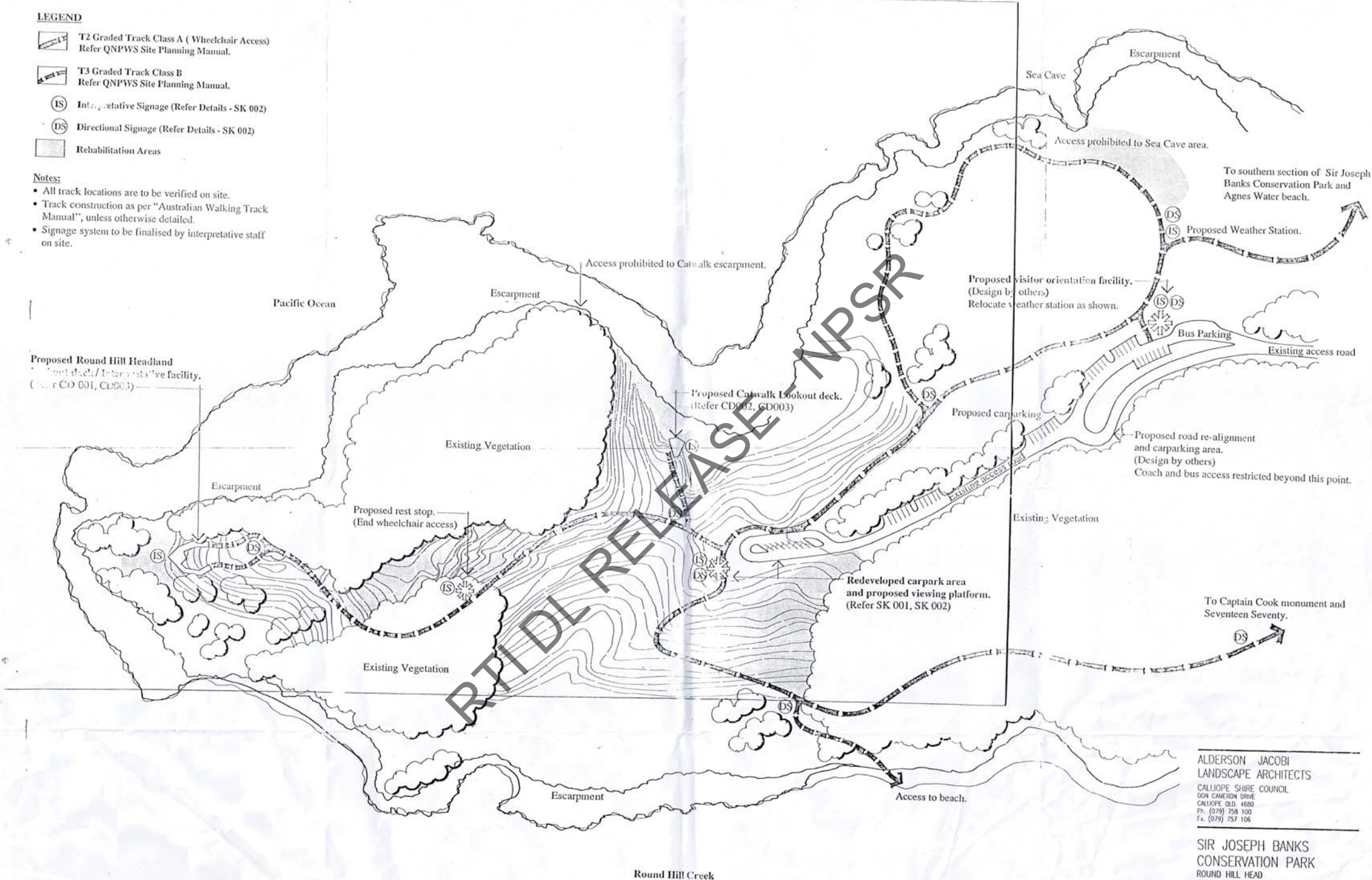
LEGEND

-  T2 Graded Track Class A (Wheelchair Access)
Refer QNPWS Site Planning Manual.
-  T3 Graded Track Class B
Refer QNPWS Site Planning Manual.
-  IS Interpretative Signage (Refer Details - SK 002)
-  DS Directional Signage (Refer Details - SK 002)
-  Rehabilitation Areas

Notes:

- All track locations are to be verified on site.
- Track construction as per "Australian Walking Track Manual", unless otherwise detailed.
- Signage system to be finalised by interpretative staff on site.

Proposed Round Hill Headland
Interpretative facility.
(Refer CD 001, CD003)



ALDERSON JACOBI
LANDSCAPE ARCHITECTS
CALLIOPE SHIRE COUNCIL
604 CAMERON DRIVE
CALLIOPE QLD 4680
Ph: (079) 758 100
Fax: (079) 757 106

SIR JOSEPH BANKS
CONSERVATION PARK
ROUND HILL HEAD
SEVENTEEN SEVENTY

SCALE 1:1000 JULY 95 JJ

MANAGEMENT PLAN
MP001

P 568.00 004

From: STEWART John [John.Stewart@npsr.qld.gov.au]

Sent: Friday, 9 September 2016 10:44 AM

To: WRIGHT Peter

Subject: Cap Works Discretionary

Attachments: Copy of Regional Operations East - Capital Discretionary 1617FY.xlsx

Importance: High

John Stewart
Senior Ranger, Maryborough
Queensland Parks & Wildlife Service
Telephone: 4121 1621 Fax: (07) 4121 1650
Cnr Lennox & Alice Streets, Maryborough Qld 4650
PO Box 101, Maryborough Qld 4650

RTI DL RELEASE - NPSR

Regional Operations East - Capital Discretionary 16/17FY

Region	Regional Source Priority	Project Title/ Item/Description	Plant & Equipment (AUC)	Potential Funding Type (Base/RAM)	Amount \$	Other Comments/Why Needed	Executive Director Approval Yes/No	Date Approved	Executive Director Comments	Link to MECS Item/Source Documents
s73(2) - irrelevant										
SEQ		Joseph Banks CP Tupia St to Agnes Main Beach walking track		BA discretionary	17,900	Existing informal walking track not to departmental standard, but forms part of overall planned track network for the CP under existing Discovery Coast Management Plan.				
s73(2) - irrelevant										

RTI DL RELEASE - NPSR