



Gympie Regional Council Recreational Vehicle Strategy for Council-Owned or Controlled Land

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Executive Summary

Drive tourism encourages visitors to travel beyond the major tourism destinations, stopover in small towns and spend money at local businesses. Recreational vehicles (RV) play a large role in drive tourism and the Gympie region is well situated along tourism routes for stopovers and as a destination. The region offers a diverse tourism experience rich in nature, wildlife and heritage, which allows travellers to have multiple experiences along their journey through the region.

The Gympie region is lucky to have a range of accommodation options including commercial caravan parks, state forests and national parks and free or low cost camping options.

The "Gympie Regional Council Recreational Vehicle Strategy" has been prepared to progress the following goals identified in Council's endorsed "Gympie Region Tourism Strategy 2019 – 2024":

2.1 Encourage existing owners to build or upgrade privately owned tourism infrastructure

2.3 Investigate ways in which the planning scheme can facilitate tourism focused development

2.5 Broaden the tourism offering


2.8 Support development that is smaller scale, low-key and low-impact

Consistent with the Tourism Strategy, the objectives of the Recreational Vehicles strategy are to:

- drive economic outcomes and realise opportunities to attract RV tourists to the Gympie region and encourage them to return by enhancing their visitor experience;
- formalise the use of nominated Council owned or controlled sites for use by self-contained RVs in recognition of the limited infrastructure available at these sites;
- review existing RV sites on Council controlled land and establish defined locations and ultimately a network of stops to encourage travellers to spend more time in the region;
- establish a hierarchy of sites and a desired standard of infrastructure for self-contained RV sites on Council controlled land;
- manage RV use on Council controlled land by developing a consistent approach to setting and managing the length of stay; and
- develop promotional opportunities for the Gympie region as a destination of choice for self-contained RVs and improve the level of information available to RV travellers.

The existing approach to non-commercial RV accommodation within the region has been informal and a more structured approach is needed to better accommodate visitors, plan for the self-contained RV market and promote opportunities. This document identifies a hierarchy of sites for self-contained RVs and the required standards. Recommendations are based upon the availability of space, the number of sites, existing facilities, proximity to other sites, attractions, townships and minimising environmental impacts.

Stakeholder engagement and community consultation were key in developing this strategy. Consultation with the RV travellers, commercial operators, government and industry representatives and the wider community identified great support for RV tourism in the region and highlighted key issues that need to be considered to ensure a positive experience for all.



The need to monitor and manage usage, the provision of clear signage along with the promotion of local attractions and other tourist information rated highly amongst respondents from all groups.

By understanding the needs of travellers and balancing this with local amenity and economic outcomes, this Strategy will assist in promoting the Gympie region as an RV friendly place to visit and explore.

1. Scope and Objectives

The Recreational Vehicle Strategy (the strategy) aims to recognise the current opportunities that exist within the Gympie region on Council-owned or controlled land for attracting and accommodating self-contained recreational vehicles (RVs), and to investigate further opportunities to promote the region as a destination of choice for travellers.


The Strategy follows the approach recommended in the *Queensland Camping Options Toolkit* (toolkit), which was developed following extensive industry engagement to provide industry supported solutions to local governments. The toolkit provides land management options and tools that can be implemented locally, and tailored to each community to formalise an approach to RVs and the changing needs of travellers.

The objectives of this strategy are to:

- drive economic outcomes and realise opportunities to attract RV tourists to the Gympie region and encourage them to return by enhancing their visitor experience;
- formalise the use of nominated Council owned or controlled sites for use by self-contained RVs in recognition of the limited infrastructure available at these sites;
- review existing RV sites on Council controlled land and establish defined locations and ultimately a network of stops to encourage travellers to spend more time in the region;
- establish a hierarchy of sites and a desired standard of infrastructure for self-contained RV sites on Council controlled land;
- manage RV use on Council controlled land by developing a consistent approach to setting and managing the length of stay; and
- develop promotional opportunities for the Gympie region as a destination of choice for self-contained RVs and improve the level of information available to RV travellers.

The strategy focuses on current and potential RV sites established on Council-owned or controlled land. Further, the strategy focuses on self-contained recreational vehicles to minimise on-site impacts associated with the use. However, it is acknowledged that in locations where public amenities exist in relatively close proximity, self-containment is less of an issue, provided any grey water and black water (wastewater) is not discharged to ground.

There is a trend toward self-containment and this is supported by the 'leave no trace' code of conduct promoted by the Campervan and Motorhome Club of Australia (CMCA) and the 'Leave



no Trace Australia' principles to minimise impacts in natural areas. While no Australian Standard exists to provide a clear definition of a self-contained vehicle, the Queensland Government's *Camping Options Toolkit* provides some guidance. For the purposes of this strategy, a self-contained recreational vehicle is:

'A caravan, motorhome or campervan that can hold fresh water, grey water and black water and has on-board cooking, sleeping and toilet facilities.'

There is evidence that travellers are seeking a variety of camping¹ options, ranging from commercial caravan parks through to low cost or free options (usually accommodated for on Council-owned or controlled land). Research indicates those who use commercial sites are generally a different group of travellers from those who use non-commercial sites. Accommodation options to meet the needs of both types of traveller are required. The commercial provision of facilities for RVs on private land or in National Park and State Forest areas is regularised via approvals under the Planning Act and/or the management regimes of the relevant state land managers. Free camping already occurs on an informal basis within Council reserves and on roadside areas. To ensure that free camping areas are adequately managed to avoid adverse social and environmental impacts, some framework is required to be established to define the nature and intensity of the activity.

This strategy focuses solely on the low cost and free options available on Council owned or controlled land. In recognition of the limited infrastructure existing at these sites, it is necessary to limit the use of the sites to self-contained RVs to ensure the environment of the sites is not degraded.

The strategy is accompanied by a prioritised Action Plan to guide progressive improvements to facilitate self-contained RV tourism in the region and enrich visitor experiences.


2. Understanding the Market

2.1 The Gympie Region

The Gympie region is a popular destination for the RV market. The region is ideally located only two hours north of Brisbane and offers a diverse tourism experience rich in nature and wildlife, heritage and culture, local food and produce and with a wide range of major events and festivals.

The region is focused on the historic centre of Gympie, located on the picturesque Mary River. Substantial areas of the region are contained within National Parks or within other protected areas under State and local government management. The Gympie region also boasts one of the most dramatic and scenic coastlines in Australia at Rainbow Beach, with the cliffs of the coloured sands stretching around to Double Island Point.

¹ The *Recreation Areas Management Act 2006* defines 'camping' to include tents or caravans for the purpose of staying overnight. For the purposes of this Strategy, tent camping is outside of the scope.



The region is the southern gateway to Fraser Island via Rainbow Beach and Inskip Point, both of which are highlights in the Gympie Region's tourism offer. Visitors are also drawn to Tin Can Bay, where you can hand feed dolphins in the wild, and relax in the sun at the beach camping destinations of Cooloola Recreation Reserve and Inskip Peninsula.

The region is also home to popular camping and RV destinations such as the Mary Valley, including the charming and welcoming Kandanga and Imbil Townships and Amamoor State Forest, site of the Gympie Music Muster.

Goomeri, at the western edge of the Gympie region, is a historic country town that is at the crossroads of the Wide Bay Highway, Burnett Highway and Bunya Highway.

2.2 Drive Tourism

Queensland's drive tourism market consists of visitors who travel for leisure and use a vehicle to reach their destination. This includes both day trips and overnight trips to one or more destinations. Drive tourism is important for Queensland as it encourages visitors to travel beyond the major tourism hubs, stopover in small towns and spend money at local businesses.

The Queensland Drive Tourism Strategy 2013-2015 aimed to revitalise drive tourism in Queensland. The strategy sought to:


- *enhance drive travel experiences to visitors travelling in and around the state and encourage visitors to travel beyond major tourism destinations;*
- *encourage longer stays in regional centres, creating greater spend within the regions; and*
- *promote driver/traveller safety whilst creating new travel experiences.*

Council's Tourism Strategy 2019-2024 aligns with the Queensland Drive Tourism Strategy in working toward generating more visitors to the region and giving them options to stay longer and spend more.

2.3 Current Trends in the RV Market

The caravan, motorhome and camping industry is responding to changing consumer preferences, with caravan and holiday parks enhancing the quality of accommodation and facilities provided, and caravan and RV manufacturers incorporating luxury fit-outs with the option to be self-contained. However, there are still segments of the market wanting something less structured in the way of non-commercial camping. This is evident through the number of websites, blogs and social media groups dedicated to free or low cost camping and further reinforced by feedback received during stakeholder and community consultation. Demand for non-commercial camping areas/sites is due to a range of factors such as visitors seeking a low or no cost experience, tourists travelling with pets or access/manoeuvring difficulties at some commercial parks due to the size of some of the vehicles.

Current trends in tourism are based around experiences, local provenance and artistry. Some RV tourists are not particularly interested in accommodation options; they are motivated by the



experiences they can have or share. Provenance refers to the food and wine of a region. Eating and drinking local fresh produce while in the region is increasingly important to many travellers. Additionally, making something with their own hands (e.g. cheese, jam, art etc.), is high on the travellers list. It combines learning and using local materials and produce in the one experience.

2.4 RV Survey Findings (2018)

During the initial stakeholder engagement phase to develop this strategy, a survey was presented to RV travellers, commercial operators and the community. The purpose of the survey being to gain understanding into the respective interests, roles in supporting RV tourism, and views and ideas on current and future RV stay options and facilities in the region.

There were 533 responses received to the traveller survey; 80% of the respondents were visitors to the region.

Time limits

The surveys questioned if the length of stay (up to 72 hours) was adequate. There was positive support for a 72-hour time limit with 88% of travellers and 77% of the community responses answering "yes". Feedback from commercial operators was that the time is ample and any longer could influence commercial operators, with a preference for between 24-48 hours.

Time spent in the region

38% of respondents spent over 3 nights in the region and one-third of those stayed in more than one location. 27% of respondents stayed overnight and there is a potential opportunity to encourage those travellers to return and stay longer.

Improvements to increase length of stay in the region

The survey invited participants to comment on what could increase their length of stay in the region and offered nine suggestions including access to amenities at the site, more tourist information, free/low cost sites and pet friendly facilities. The free/low cost site option received the highest response (84%), access to facilities (54%) and more tourist information, pet friendly facilities and information on incentives all received an average of 35%.

Traveller Characteristics

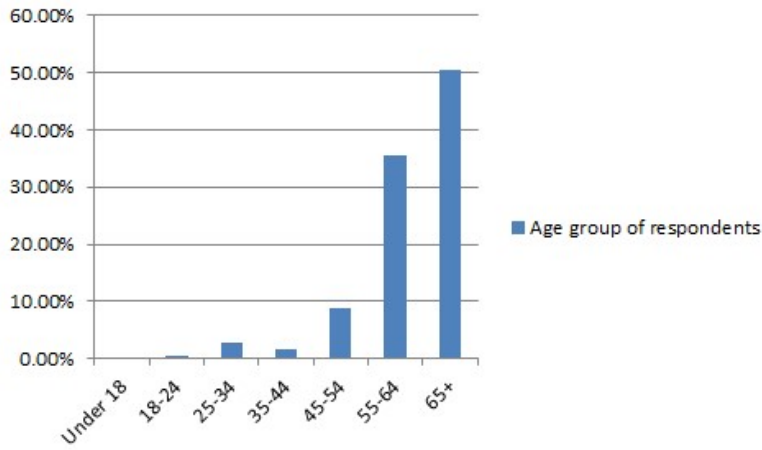


Figure 1 Age group of respondents to traveller survey

Home state of travellers

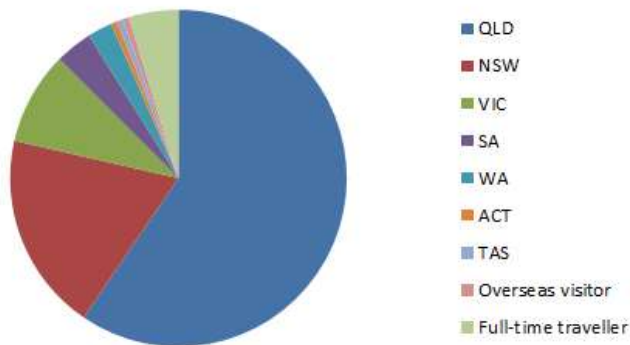


Figure 2 Home state of travellers surveyed

A question on the community survey was targeted to business owners in areas where RVs stay and invited feedback on the economic benefit experienced over an average week. Twenty (20) businesses provided this feedback with the following results:

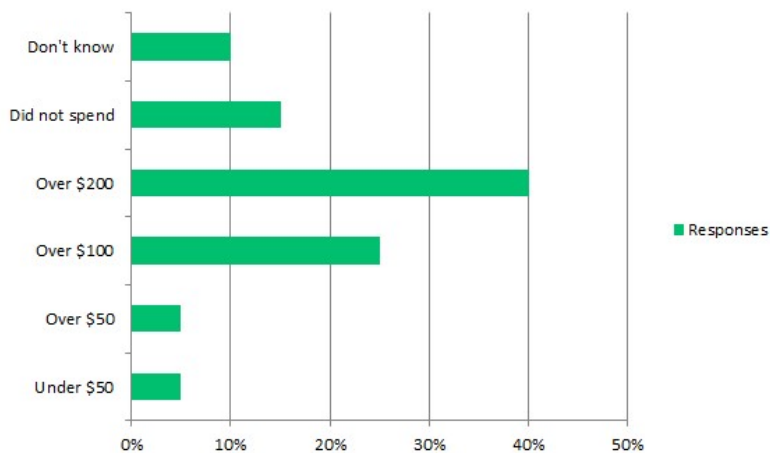


Figure 3 Economic benefits to local business

3. Stakeholder Engagement

In preparing this strategy, it was important to engage with the relevant stakeholders to:

- understand the current RV market in the region;
- explore options to enhance and promote the Gympie region;
- to attract and retain more of the RV market; and
- to improve the experience for both the travellers and the community.

3.1 Preliminary Engagement Phase

The preliminary engagement phase undertaken in November and December 2018 involved interviews with representatives from:

- commercial caravan parks in the Gympie region;
- the local tourism industry;
- the state government; and
- key caravan industry stakeholders, CMCA and Caravanning Queensland.

There were also online and hard copy surveys available for RV travellers and the local community to provide feedback on:

- existing and planned sites, length of stays;
- importance of infrastructure at sites; and
- promotion methods.

There were 533 responses to the surveys seeking feedback during this phase. The engagement provided information to assist in compiling a draft strategy that underwent a subsequent round of public engagement (refer to s3.2).

The following key themes were identified:

RV Tourism:

- a strong level of community and business support for RV tourism in the Gympie region,
- both local businesses and RV travellers reported a positive economic benefit from RV tourism in the region.

Monitoring and enforcement:

- a strong level of support for a limit of 72 hours for free sites managed by Council, with a small level of support for longer time limits, particularly to strike a balance between free or low cost options and commercially operated sites; and
- both community and RV travellers commented on the need for regulation and monitoring to ensure adherence to time limits.

Free and low cost RV sites:

- of the current free or low fee RV sites in the region, RV travellers rated Kandanga RV Park as the most positive of their experiences, followed by Chatsworth Park;
- a strong level of support for the future development of an RV site at the Gympie Showgrounds; and
- support was also received for Kilkivan as a high priority for enhancement as a free or low cost RV site.

Promoting RV sites and encouraging longer stays in the region:

- RV travellers rated specific apps (for example Wikicamps) as the most popular method to find designated RV sites;
- RV traveler and Commercial Operator respondents rated apps as the best means to promote RV sites;
- RV travellers rated free and low cost sites as their top preference to enhance a longer stay in the region;
- RV travellers indicated that safety and security are an important consideration in selecting a site. There is a reluctance to 'un-hitch' and explore the region if an area is not considered safe or is in a remote location; and
- both community members and RV travellers commented on overflow options, which have benefits for travellers seeking a site in the region as well as new opportunities for local businesses.

In addition, there were a significant number of comments relating to a need for better signage, well-maintained facilities, regular monitoring of sites and a convenient location in relation to businesses and services.

3.2 Community and Stakeholder Engagement Phase

Following the preliminary engagement, a subsequent community and stakeholder engagement phase was undertaken in February and March 2019. The intention of this second round of engagement was to seek feedback on the draft RV Strategy from the previously identified stakeholders, as well as the broader community.

Feedback was able to be provided online, via email and mail, and on hardcopy feedback forms at the public consultation sessions held during the engagement phase in Tin Can Bay, Kandanga, Gympie and Kilkivan.

During this phase a further 124 submissions were received, providing feedback from a wide range of perspectives, on a diverse set of issues. These have been analysed to understand the complexities of providing a well located network of RV sites for travellers to realise the associated economic benefits, whilst maintaining the amenity of local residents.

Stakeholder and community feedback comments on the draft RV Strategy (and associated Action Plan) highlighted a number of key issues as follows:

Water and waste management:

- support for the installation of additional effluent dump points throughout the Gympie region, with particular interest in Kandanga, although some improvement suggestions for Tin Can Bay were also received;
- support for appropriate grey water management at RV sites;
- the importance of potable water being available at or within close proximity to RV sites;
- the provision of toilet facilities at RV sites, including the upgrading of existing facilities to meet demand; and
- the need for refuse bins at RV sites and regular collection of refuse.

Economic development:

- comments that the financial contribution that RV travellers make to a community are overstated;
- comments that the expenditure of RV travellers does benefit the local economy;
- comment that having free RV sites is illogical and is anti-competitive with respect to commercial operators who also support the local economy;
- comments that RV travellers are critical to the financial viability of Kandanga;
- the suggestion that RV sites should be low cost rather than free;
- concerns that RV sites will be a financial burden on ratepayers; and
- the suggestion that promotional signage and material be available at RV sites to identify local businesses, restaurants, commercial caravan parks to extend their stay in the region etc.

Site management:

- interest in overflow options for Kandanga and Tin Can Bay;
- concerns that the overflow alternatives identified in the draft strategy (public consultation) for Kandanga are not adequate due to a range of matters such as safety issues, located too far from the centre of town, or requirements for new infrastructure/facilities;
- a number of respondents considered that a limit of 72 hours per stay was sufficient, with a smaller number suggesting a longer time limit is needed;
- some support for a 'camp host' program at certain sites and suggestion that local community groups could act as 'camp host' or caretaker for some sites;
- that management and enforcement is critical, particularly with regard to length of stay; and
- several respondents questioned this strategy focusing on self-contained vehicles and highlighted the use of sites by other vehicles e.g. camper trailers.

Signage:

- support for improvements to directional, on-site and promotional signage at all sites.

Long vehicle parking:

- the need for long vehicle day parking in tourism locations, especially to provide access to shopping centres to replenish supplies; and
- the need for RV sites to be able to accommodate long vehicles (manoeuvring and parking).

Site specific matters

Feedback on a number of site specific matters was also provided during the public consultation phase, including the following:

Chatsworth Park

- enforcement of time limits needed as RV sites at Chatsworth Park are often fully occupied as a result of vehicles overstaying.

Elgin Vale Sawmill

- considered to be a remote site with limited economic benefit; and
- the site is not suitable for large caravans and RVs as the roads are not of an adequate standard, on-site parking is not level and issues with the provision of a water supply and effluent disposal.

Gympie Showgrounds RV Park

- support for the development of the Gympie Showgrounds RV Park as the site has plenty of room and is close to shopping and services; and
- need to ensure that the primary use of the showgrounds, including any future plans, are not impacted upon.

Kandanga RV Park

- a large number of comments were made in relation to this site, with many respondents being visitors to the RV park or Country Club;
- support for a dump point and also an overflow site at Kandanga;
- there is a need to balance RV tourism and other economic development in Kandanga;
- suggestion that there is a need for the Council-owned site in Main Street to be used by the community for recreation, parking during football season, green space, etc.;
- concerns that the RV park overloads the water network, to the detriment of ratepayers; and
- greywater management is urgently needed, and discharge to the ground should be prohibited.

Kilkivan

- support for an alternative site located closer to the railway station platform, trailhead for the Kilkivan to Kingaroy Rail Trail and community markets, to complement these surrounding uses;
- concerns for the safety of children was raised for both sites due to the location of the kindergarten and the use of Weier Oval by children;
- suggested that to ensure competitive neutrality, the number of sites for free camping should be limited;
- request that space be made available for advertising local businesses;
- suggested the site could be free or by donation;
- suggested coin-operated showers to be installed in the future; and
- the dump point should be retained in its current location at Weier Oval.

Rattler Precinct RV Park

- a number of responses indicated there were not enough sites proposed;
- the area is very hilly and not within walking distance to Mary Street or supermarkets;
- located too far from the Bruce Highway;
- the need for basic amenities including dump point, water supply and greywater disposal;
- suggestion this be a low cost site to recoup development costs;
- comment that there would be limited economic benefit for nearby businesses; and
- support for the development as it would tidy up the current unused part of the site.

Tin Can Bay

- a small number of comments suggested a need for a free or low cost RV park at Tin Can Bay and other parts of the Cooloola Coast all year round;
- comments suggested there is an access and manoeuvrability issue with the Tin Can Bay dump point; and
- it was suggested an additional dump point should be located on the foreshore, which could also accommodate yacht nomads.

3.3 Recommendations in Response to Community Engagement

From the analysis of collated data, there is general support to progress with the following actions:

- develop the planned sites at the Gympie Showgrounds, Amamoor and Gunalda and their corresponding Action Plan items;
- a review of dump points as per corresponding Action Plan item and delivery of a dump point at Kandanga as a priority;
- initiate site management actions, including monitoring and enforcement and site register;
- installation of consistent, clear and well located signage, including directional and information signage;
- reviewing long vehicle parking, particularly near shopping precincts;
- investigating overflow site options for the most popular sites and areas, where capacity challenges exist, as well as where commercial operators may not have capacity to meet demand;
- the definition of 'self-contained recreational vehicle' be refined to align with the *Camping Options Toolkit* and similar to CMCA criteria i.e. can hold fresh water, grey water and black water and has on-board cooking, sleeping and toilet facilities;
- delete the Rattler Precinct site as a planned site, consistent with the feedback received and Council's resolution to reallocate State Government "Building Our Regions" funding to the Gympie Showgrounds RV site at Ramsey Road, Southside;
- delete Elgin Vale Sawmill as a future RV site due to its remote location and limited economic benefits; and
- identify a future RV site at Tin Can Bay.

RV Site Specific Recommendations

Kandanga RV Site Options

The outcomes of the initial phase of stakeholder engagement highlighted that an RV facility at Kandanga provides significant economic benefit to the town. Matters such as limited space, and a need for upgraded toilets and park facilities, as well as managing amenity impacts were considered to require further investigation and community input on the possible options to deliver the best outcome for RV travellers and the Kandanga community.

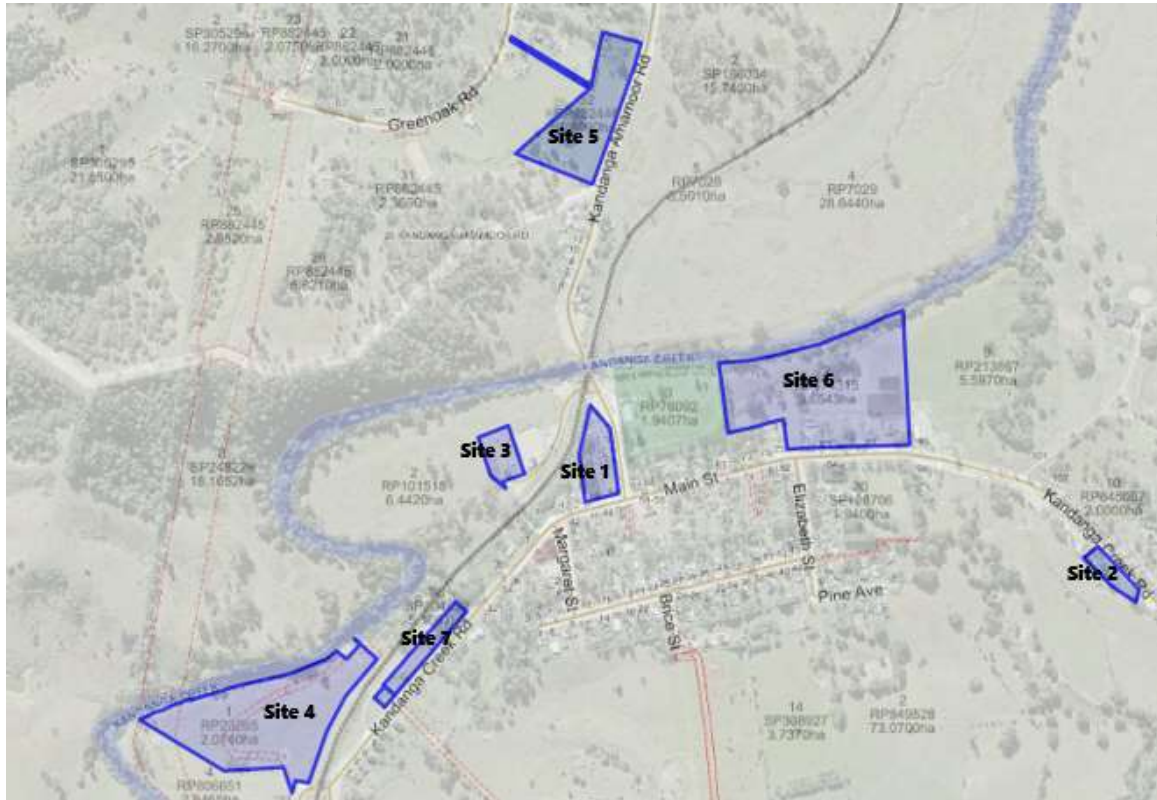


Figure 4 Kandanga options

Suitable options for a 'Regional' level facility that would include access to toilets, sufficient space to meet demand, communal areas for shade and seating were investigated for the following sites:

Table 1 Kandanga options

Site	Address	Site Opportunities	Site Constraints	Evaluation
Site 1 (Existing site)	Lot 33 LX1325, Lot 27 and Lot 28 RP23273 49-51 Main Street Kandanga	<ul style="list-style-type: none"> • Council owned site • 8 existing concrete pads, primarily flat • Good exposure/ connection to town centre • Good proximity to toilet facilities and park amenities; playground, picnic tables 	<ul style="list-style-type: none"> • Within QRA flood mapping • Many large gum trees, risk of falling trees/limbs • Area is in the centre of town and at times can look untidy • The site has been identified internally as appropriate for a potential district level park 	<p>Revisit design to explore the opportunity to increase capacity to minimum 10 spaces to meet 'regional' level park.</p> <p><i>Note: Currently the 'Friends of Kandanga' have a collection box set up at this site requesting donations for overnight stays.</i></p> <p>Council's Parks Team advise that</p>

Site	Address	Site Opportunities	Site Constraints	Evaluation
			<ul style="list-style-type: none"> No real growth opportunity in this location Need to keep RVs out from under the trees 	Friends of Kandanga do not currently maintain the site. Mowing is contracted under RFT008. The collection box and non-Council signage should be removed until an arrangement with this group is formalised.
Site 2 Kann Park	Road reserve. Kandanga Creek Road	<ul style="list-style-type: none"> Outside flood hazard mapping Existing toilet facilities Existing park facilities, shade structure & picnic tables, tourist information signage Primarily flat parking area on sealed road shoulder 	<ul style="list-style-type: none"> Site on road reserve Difficult (in large vehicle) to undertake a cross road manoeuvre for access Distance from town, approx. 875m (outer limits of walkable distance) Limitations on space for vehicle parking and manoeuvring Could accommodate up to 5 RVs 	<p>Recommend this site be removed as a potential option.</p> <p>Not suitable as a dump point location due to vehicle manoeuvring challenges.</p>
Site 3 Kandanga Country Club	Lot 1 RP79487 and Lot 1 RP101518 Bowling Club Road	<p>The Kandanga Country Club is currently utilising the two properties and road reserve adjacent the Country Club as a commercial RV site. The two properties, Lot 1 on RP101518 and Lot 1 on RP79487 are Council-owned. There is no development approval in place and no lease agreement for use of the Council-owned land. The Country Club website advertises 18 powered campsites within this area and a further 5 unpowered campsites on the road reserve within Bowling Club Road for \$17 per night and \$7 per night respectively. The website further states:</p> <ul style="list-style-type: none"> "Grey water be retained within vehicle or discharged on camp ground approved garden" 		

Site	Address	Site Opportunities	Site Constraints	Evaluation
		<ul style="list-style-type: none"> “Bucketed water only permitted to be filled from tap within Country Club campground. Town water available near public toilets at recreation ground.” <p>It is recommended that the land tenure issues be resolved as a matter of urgency. As the landowner, Council will ultimately be held liable in the event of any misadventures taking place on the land until a lease agreement addressing such matters is finalised.</p>		
Site 4	Lot 5 RP806651, Lot 2 RP102466 and Lot 1 RP23265 Kandanga Creek Road	<ul style="list-style-type: none"> Council freehold site 	<ul style="list-style-type: none"> Location adjacent town water supply intake. This may restrict possible embellishments on this site that would be ordinarily be provided as per the accepted level of standards for a ‘regional’ level site e.g. dump point, toilets Outer limits of walkable distance from the main street of the township 500-600m along rail corridor. Footpath extension required if along Kandanga Creek Road Limited existing characteristics to support immediate RV use, e.g. driveway access, 	Recommend this site be removed as a potential option.

Site	Address	Site Opportunities	Site Constraints	Evaluation
			hardstand areas, etc.	
Site 5	Lot 32 RP882446 Kandanga- Amamoor Road	<ul style="list-style-type: none"> Reserve for park 	<ul style="list-style-type: none"> Outer limits of a walkable distance from the main street of the township (600m+) and along a 90km/h road No existing characteristics to support immediate RV use, e.g. driveway access, hardstand areas No footpath connection back to the main street 	Recommend this site be removed as a potential option.
Site 6	Lot 2 RP174315 89 Main Street Kandanga	<ul style="list-style-type: none"> Council Freehold. Used for the Mary River Festival Walkable distance to existing site, town centre amenities and toilets along road - approx. 450m Suggested during feedback as possible overflow site Eastern end close to the produce store and café would be preferable 	<ul style="list-style-type: none"> This site is somewhat removed from the central activity hub of the township Has some slope constraints for RV parking Close proximity to the back of residential premises fronting Main Street Likelihood that visitors would take a short cut to toilets, Country Club etc. along the back of residences 	Recommend this site be removed as a potential option.

Site	Address	Site Opportunities	Site Constraints	Evaluation
			rather than the road	
Site 7	<p>Lot 95 SP104992 and Lot 22 SP105938.</p> <p>Site comprises Kandanga Historic Rail Station and associated service access road and adjacent Council-owned site accommodating Save the Mary building and small area dedicated to Kandanga Water Treatment Plant.</p>	<ul style="list-style-type: none"> All weather access on service road off Kandanga Creek Road Closest residences separated by Council-owned land and local road Good connection back to town centre along road via existing footpath, small extension required Co-located with existing Canoe and Kayak launch point and potential future Rail Trail extension Considered suitable for investigation to potentially accommodate a future dump point and holding tank Suggested during feedback as possible overflow site Primarily flat Could accommodate up to 14 RVs 300m to hotel, 350m to Country Club 	<ul style="list-style-type: none"> Subject to tenure agreement with TMR and Rattler Rail Company (current lessee) for Lot 95 SP104992 Within QRA flood mapping About 450m walk to amenities on Kandanga-Amamoor Road 	Recommend this site for overflow from existing site.

Conclusion: The need for RV facilities within the Kandanga township is evident, with high demand for the current site and the unauthorised site adjacent to the Country Club. An additional overflow site is likely to be warranted in the short to medium term.

Recommendations:

- retain the current RV site with upgrades to signage and bollard installation to better delineate the areas for RVs and keep them out of the treed area on site;
- the donations and stewardship issues involving the Friends of Kandanga group be resolved
- increase the number of sealed bays at the current site to 10 bays;
- the Country Club's land tenure issues be resolved as a matter of urgency;
- Site 7 as discussed in Table 1 above be developed in the medium term as an overflow site accommodating up to 14 RVs; and
- a dump point be established at either the existing amenities block on Kandanga-Amamoor Rd or at Site 7 when it is developed as the overflow site.

Potential Kilkivan RV Sites

Based on community feedback and existing informal use, it is recommended that an RV site be located at Kilkivan. Two potential sites were investigated, both of which are currently used by RVs although the sites are not formally designated.

Weier Oval


- Weier Oval has a dump point but does not have a potable water fill point;
- the site is regularly used by RV campers, although not currently an approved or designated site;
- at times there have been RVs parking on the oval, causing conflicts with the use of the oval for sports and by schools, signage has been installed on site to advise that parking is not permitted on the oval; recently users of the site have been complying with this direction;
- the site is zoned Sport and Recreation and is a reserve for recreation, a development approval under Council's current planning scheme and confirmation that camping is consistent with the purpose of the reserve would need to be obtained the Department of Natural Resources (DNR); and
- the site is very visible from the main road, which may be beneficial for accessibility however does not provide a high level of amenity.

Rail Trail Site

During the stakeholder engagement and community engagement phases an alternative site was suggested on land behind the Kindergarten and RSL Park due to its proximity to the majority of businesses in the township, the Rail Trail and the community markets.

Further investigation into this site identified the following:

- the lot is under Department of Transport and Main Roads (TMR) ownership and is identified as Lot 13 SP128650;
- Council has a licence agreement over this lot for the use of the rail trail;
- the need to consider potential conflicts with the use of this site and the adjoining kindergarten use, particularly regarding the safety and amenity of its users;
- the boundary fence between the kindergarten and the TMR land is a low mesh fence, giving rise to privacy concerns for the kindergarten, this issue could be mitigated by the erection of a new screen fence along common boundary;
- the site is zoned Community Purposes; land use approval over a portion of the site would need to be obtained for the purposes of RV parking under the current GRC Planning Scheme;
- support for the proposal was received from the Community Markets committee, who also expressed an interest in exploring a potential caretaker role over the site;

- 
- the design of the site could possibly include access to the site via the existing access off Bligh Street and egress via Bridge Street; and
 - toilets are available in the adjoining RSL Park.

Recommendation

It is recommended that Kilkivan have a 'Regional' level RV site. Based on the site investigation and community feedback, it is recommended that an RV site, with some suitable screen fencing, be located on Lot 13 SP128650, the TMR land behind the kindergarten and Kilkivan RSL Park. A draft 'Concept Layout' has been developed for this site and is included as Appendix 4 to this Strategy.

4. Current Situation Analysis and Issue Specific Recommendations

Throughout the Gympie region, there are a number of areas available where RV travellers can stop for day use or an overnight stay. These areas range from commercial caravan parks or campgrounds to areas within a Council park or reserve, roadside rest areas and campgrounds within the region's state forests or national parks.

The stops are separated into the following categories:

- existing sites on Council owned or controlled land (i.e. within parks or reserves);
- proposed sites on Council owned or controlled land;
- commercial caravan parks and campgrounds;
- campgrounds within state forests, national parks and state recreation areas; and
- roadside rest areas, which are designated spaces on highways and roads where drivers and passengers can take a break for the purposes of reducing driver fatigue.

4.1 Existing RV Sites on Council-Owned or Controlled Land

There are six facilities in the region where overnight stays are currently permitted either on Council-owned land or where Council is responsible for the management of the site.

Of these sites, five (5) are free sites and one is by donation. Table 2 provides a brief audit of the existing sites in terms of location, infrastructure, costs, current time limits and general comments.

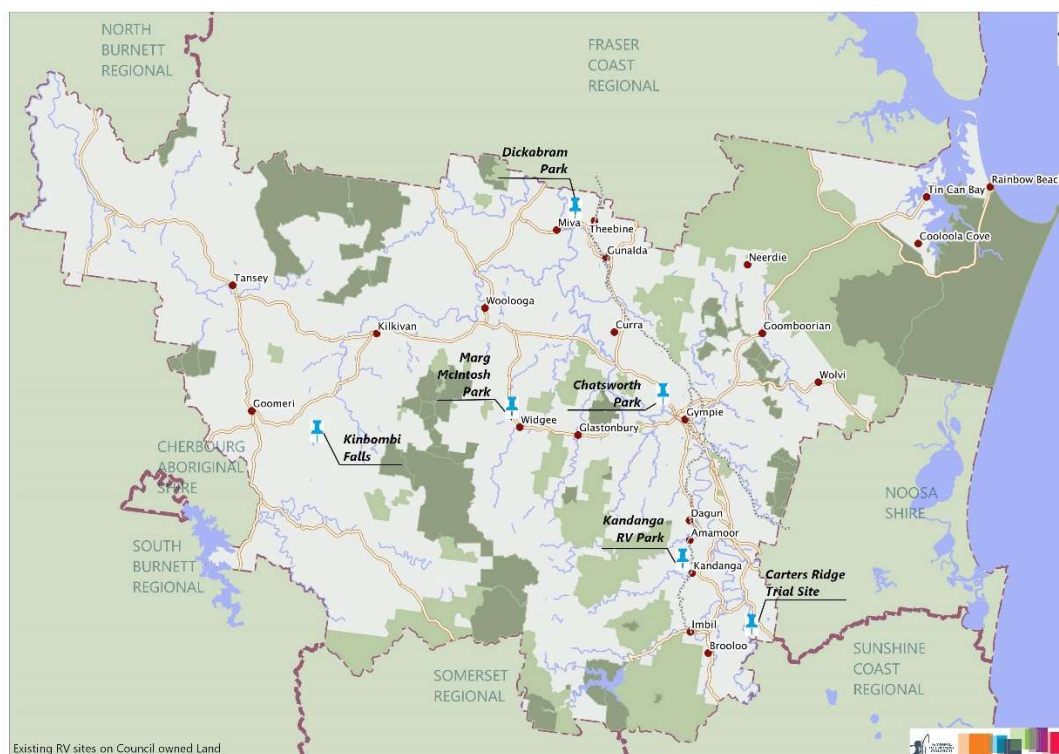


Figure 5 Existing sites on Council managed land

Table 2 Existing sites on Council-owned or controlled land

Site	Nearest Town	Existing Infrastructure/Facilities	Cost	Comments
<p>Chatsworth Park</p> <p>Bruce Highway, Chatsworth</p>	Gympie (approx. 5.9km)	<ul style="list-style-type: none"> • Toilets • Picnic shelters/tables • Playground • Water (not potable) • Domestic animals permitted (on leash) • 20 hour time limit 	No charge	<ul style="list-style-type: none"> • Well used site • 6 concrete bays plus areas along internal access road used for RV camping • Currently a 20-hour limit • Reserve for Park and Recreation • Open Space zone
<p>Dickabram Park</p> <p>1119 Miva Road, Miva (western side of Dickabram Bridge)</p>	Gunalda (approx. 10km)	<ul style="list-style-type: none"> • Toilets • Picnic shelters/table/BBQ • 20-hour time limit • Domestic animals permitted (on leash) 	No charge	<ul style="list-style-type: none"> • Not a high demand site but well located on the western side of the Dickabram Bridge providing a scenic stopover opportunity • Site is well located to extend on travellers stays at either the proposed Gunalda site, or western region at alternative free/low cost options or at commercial parks/campgrounds • Currently a 20-hour limit • Reserve for Park and Recreation • Open Space zone
<p>Kandanga RV Park</p> <p>49-51 Main Street, Kandanga</p>	Kandanga	<ul style="list-style-type: none"> • 8 sealed sites. • Access available to nearby park with toilets, seating, barbeques • 72-hour time limit 	No charge (donations invited)	<ul style="list-style-type: none"> • Well used site, noted as a favourite of many RV traveller respondents through the engagement phase • Important to the economy of the Kandanga township • Limited capacity/ space to meet increasing demand • Complements existing RV stays on land associated with the Kandanga Country Club • Council freehold site • Township zone
<p>Marg McIntosh Park</p> <p>Glastonbury Road, Widgee</p>	Gympie (approx. 24km)	<ul style="list-style-type: none"> • Toilets • Picnic shelter/table • 20 hour time limit 	No charge	<ul style="list-style-type: none"> • Park is located within the road reserve of a State-controlled road

Site	Nearest Town	Existing Infrastructure/Facilities	Cost	Comments
				<ul style="list-style-type: none"> • Council has historically maintained the park facilities toilets, shelter and seating and grounds • Currently 20-hour limit • Site is well located to extend on travellers stays in the region at either alternative free or low cost options or at commercial parks or campgrounds • Unzoned road reserve
Kinbombi Falls Kinbombi Falls Road, Kinbombi	Goomeri (approx. 10km)	<ul style="list-style-type: none"> • Toilets • Four (4) picnic tables • No signage or time limit indicated 	No charge	<ul style="list-style-type: none"> • Site is a tourist attraction and camping occurs on the site • No signage currently on site to indicate camping is permitted • Site located within a water reserve • The site is reasonably close to commercial operators at Kilkivan and Goomeri, Goomeri Showgrounds, the proposed RV site at Kilkivan, and the DTMR's Fat Hen Creek rest stop • Recent improvements delivered under Round 3 of the Works for Queensland Program to upgrade existing facilities and trail • Rural zone

4.2 Proposed Sites on Council-Owned or Controlled Land

The Adrian McClintock Park (Gympie Showgrounds) Master Plan includes a proposal for an RV site adjacent to Ramsey Road. A development approval (2017-0209) for the RV site has been granted, with conditions of approval requiring works and infrastructure to be installed at the site, including a dump point, refuse management provisions, hardstand areas and landscaping.

RV sites at both Amamoor and Gunalda were identified through the “Our Towns” Sustainable Centres Program, as a result of engagement with the community in these townships. Both townships are recommended to accommodate RV stopover facilities in the longer term.

The results of the stakeholder engagement indicated that from the site options reflected in existing strategic master plans, the Gympie Showgrounds site was the highest priority and would create positive impacts for the nearby commercial precinct. However, as discussed in Section 3.3 – *Recommendations in response to community engagement*, the feedback also suggests support for the network of RV sites to include the planned site at Kilkivan and a secondary/ overflow site at Kandanga. Feedback received via the Councillor Workshop in February 2021 led to a further examination of options for RV sites at Tin Can Bay and Rainbow Beach. A local level RV site has been identified for Tin Can Bay (central-eastern portion of Lot 69 CP910971 adjacent to the Gympie Road/Pennyquick Road frontage) as a result.

A number of possible sites have been considered in the Rainbow Beach area, however none were regarded as being suitable due to a range of factors including:

- proximity to, and availability of, a range of camping and accommodation options within the Rainbow Beach area;
- proximity to surrounding sensitive land uses; and
- the extent of works required to make the sites suitable for vehicle traffic.

The following planned sites are reflected in existing endorsed strategic level master plans, or have been recommended as future sites in response to stakeholder engagement undertaken as part of the preparation of this Strategy:

- Gympie Showgrounds RV Park, Ramsey Road, Southside;
- Amamoor “Our Towns” Endorsed Site, Busby Street and Amamoor Street, Amamoor;
- Gunalda “Our Towns” Endorsed Site, Balkin Street, Gunalda;
- Kandanga overflow site, Kandanga Creek Road, Kandanga (adjacent to historic Kandanga Rail Station and Kandanga Creek Canoe and Kayak Launch Point trailhead);
- Kilkivan RV Park, Bligh Street, Kilkivan (adjacent to trailhead for Kilkivan to Kingaroy Rail Trail); and
- Tin Can Bay RV Park, central-eastern portion of Lot 69 CP910971 adjacent to the Gympie Road/Pennyquick Road frontage.

Table 6 in Section 5.0 – *Ultimate hierarchy of RV sites and Desired Standards of Service* provides a description of the facilities proposed to be provided at each site.

4.3 Commercial Caravan Parks and Campgrounds

There are a number of commercial caravan parks and campgrounds across the region. The commercial caravan parks provide a variety of accommodation options including tent camping, powered RV sites and self-contained cabins. They generally provide a high level of services and infrastructure within their premises, such as a choice of powered and non-powered sites, showers, toilets and laundry facilities, communal areas, kiosks, as well as potable water and dump points for the disposal of wastewater. In addition, a number provide extra facilities to attract tourists including swimming pools, playgrounds and organised activities.

Across the State, there is evidence that a trend toward higher density accommodation such as cabins in caravan parks has contributed to a reduction in the number of available casual camping/stopover sites in some caravan parks. This is not the case for all commercial parks and there are many parks that have retained sufficient capacity for RVs, and have the ability to cater for larger vehicles or have specifically targeted the RV market by providing large spaces, easy access and high quality facilities.

Within the region commercial caravan parks can be booked to capacity during peak holiday periods and there is merit in the utilisation of Council controlled land at appropriate locations to ensure more of the drive tourism market can be accommodated in the region. Additionally, the Campervan and Motorhome Club of Australia (CMCA) Dollar Wise Park Network highlight the growing trend for travellers seeking lower cost options with minimal facilities who may ordinarily avoid caravan parks if other free or low-cost options are available.

4.4 Campgrounds within State Forests, National Parks and Recreation Areas

The Gympie region is fortunate to have a substantial area of state forest, national park and recreation areas, which provide day-use and camping areas that are a popular choice for travellers. Camping in these areas is managed by the Department of Environment and Science. Permits for camping are required from the Queensland Parks and Wildlife Service (QPWS).

The following camping areas are within the Gympie region:

- Amamoor Creek Camping Area
- Cedar Grove Camping Area
- Glastonbury Creek Camping Area
- Inskip Peninsula Recreation Area
- Cooloola Recreation Area (includes Freshwater Camping Area)

Note: The Cooloola Recreation Area is partly within the Noosa Shire.

These sites provide a drawcard for drive tourism and form part of the overall network of accommodation options across the region and state. It is noted that some of the RV market may choose to not stay in national parks as pets and generators are not permitted in most camping areas within QPWS managed areas. These sites also attract predominantly tent camping and are not located within close proximity to shops and services, diminishing associated economic benefits. Trips are generally booked online indicating that stays are pre-planned.

Given these sites are managed by the Department of Environment and Science, this strategy does not consider how to further encourage RV usage. However, promotional material to support the RV strategy may incorporate links to the Department's website to provide further information to travellers.

4.5 Roadside Rest Areas for Driver Fatigue Management

Roadside rest areas are designated spaces on highways and roads where drivers and passengers can take breaks. The principal role of these areas is to support driver safety by enabling the management of driver fatigue. Roadside rest areas are not long term camping sites and signage stipulates the maximum duration of stay. Some rest areas do permit camping, however, most areas are limited to a maximum duration of stay of 20 hours. Roadside rest areas are important in the overall drive tourism experience but may not be in optimum locations or meet the needs of different user groups for anything other than the intended purpose of reducing driver fatigue.

The Department of Transport and Main Roads (TMR) promote 'stop, revive and survive' and have established guidelines which recommend stop and rest opportunities be located no more than 80km apart. They also take into account the distance to next nearest rest area, relationship and proximity to service stations, service centres and other stopping opportunities such as cities/townships. There a number of state-controlled roadside rest areas within the Gympie region and the duration of stay is limited to 20 hours as permitted in the *Transport Infrastructure Act 1994*.

The rest areas within the Gympie region that are designated by TMR are (Refer to Figure 6):

- Gunalda Rest Area, Bruce Highway, Gunalda
- Fat Hen Creek Rest Area, Wide Bay Highway, Kilkivan
- Six Mile Rest Area, Bruce Highway, Glanmire

These areas are monitored by the TMR, however the maintenance of the facilities (e.g. toilets, seating etc.) is undertaken by Council on behalf of TMR.

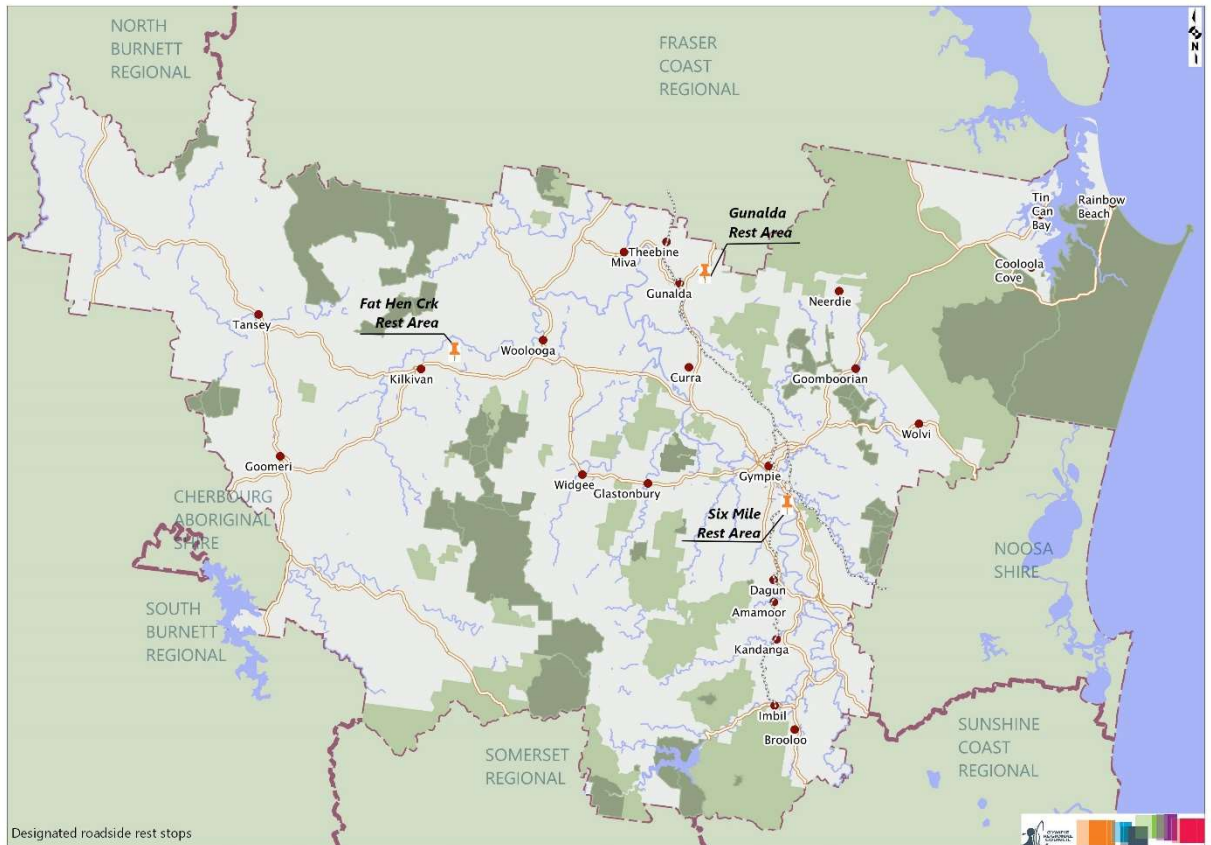


Figure 6 Designated roadside rest areas

4.6 Unauthorised Camping

There are areas within the Gympie region where unauthorised camping occurs on an informal basis. Council’s regulatory services team receive occasionally receive complaints about this situation.

A common area where unauthorised roadside camping occurs is at the Cooloola Coast, both within the residential and commercial areas of the Rainbow Beach township and on the foreshore areas at Tin Can Bay. This predominantly involves campervans that are generally not self-contained and not staying in designated locations with access to public amenities.

Recommendation

Progress actions proposed in this Strategy to assist with occurrences of unauthorised camping, such as increasing awareness of designated camping facilities available, including RV sites, the installation of consistent signage with clear duration of stay limits, and regular monitoring and enforcement programs.

As discussed in Section 4.2 above the new RV site proposed for Tin Can Bay on the central-eastern portion of Lot 69 CP910971 adjacent to the Gympie Road/Pennycuick Road frontage should assist in managing the occurrence of unauthorised camping in this area.

4.7 Wastewater

The wastewater from sinks, showers and hand basins is referred to as greywater. Greywater contains fats, oils, harmful chemicals, bleaches and germs. There are adverse impacts from permitting the disposal of wastewater to ground including public health risks and environmental impacts, including the potential to pollute water sources and contaminate soils.

In Queensland, greywater is considered a prescribed water contaminant pursuant to Schedule 9 of the *Environmental Protection Regulation 2008*. It is an offence to deposit a prescribed water contaminant in waters; or in a roadside gutter or stormwater drainage; or at another place, and in a way, so that the contaminant could reasonably be expected to wash or otherwise move into waters, a roadside gutter or stormwater drainage.

Council does not currently have a policy in place regulating the disposal of wastewater (e.g. greywater) to the ground at Council owned or controlled RV sites. Greywater can have an impact on human health and the environment through high bacterial loads, nutrient discharge, biological oxygen demand and salinity impacts. Greywater discharge can be a significant source of pollution that should be avoided.

Greywater is particularly an issue at sites that are unsupervised and where there is limited space with little or no prospect of directing campers to other parts of a site to allow saturated areas to dry out. The increase in the number of tourists using RV sites and the trend to higher levels of facilities inclusions within modern RVs, such as higher capacity water tanks, showers and washing machines further compounds the problem.

It is recommended that the discharge of grey water on Council controlled RV sites be prohibited on public health and environmental protection grounds. This would require RVs to be self-contained with respect to storing wastewater on-board for subsequent disposal at a dump point facility.

Recommendation

It is recommended that the following actions be implemented to address this issue:

- Install signage at RV sites stating that the discharge of greywater is prohibited and directing campers to the nearest dump point;
- The use of the RV sites referred to in this Strategy be restricted to self-contained RVs
- Amend Council's Local Laws to enable infringement notices to be issued for illegal discharging of greywater;
- Promotion of responsible, environmentally conscious camping through signage and Council's website;
- Promote the use of RV sites that have convenient access to public amenities and to townships that may offer the traveller services to minimise grey water generation (e.g. laundry services, food and drink outlets, etc.); and
- Investigate opportunities for the installation of additional dump points across the region.

4.8 Effluent Dump Points and Potable Water Fill Points

The growing number of self-contained RV travellers has resulted in an increase in demand for infrastructure to cater for the management of grey water and black water in the form of dump points, as well as access to fresh potable water.

Effluent Dump Points

Effluent dump points are a facility to dispose of wastewater from any on-board holding tank or similar device installed in a recreational vehicle.

Council provides publicly accessible dump points in the following locations:

Table 3 Public dump points

Location	Site Address
<i>Gympie</i>	
Archery Park	Corner Cross Street and Bruce Highway, Gympie
Six Mile Rest Area	Bruce Highway, Glanmire
<i>Cooloola Coast</i>	
Rainbow Beach	Clarkson Drive, Rainbow Beach. Located directly opposite Griffin Esplanade
Tin Can Bay	Snapper Creek Road, Tin Can Bay
<i>Mary Valley</i>	
Imbil Showgrounds	47 Diggins Road, Imbil
<i>West</i>	
Weier Oval, Kilkivan	3696 Wide Bay Highway, Kilkivan
Goomeri Showgrounds	Burnett Highway, Goomeri

Dump points are also available at commercial caravan parks throughout the region, but may not be available to travellers who are not guests.

The CMCA offers the 'CMCA/KEA Campers Dump Point Subsidy Program' to supply a 'Dump Ezy' unit (approx. value \$1,470) which is the front end entry point to the system, with all other costs to be met by Council. Conditions of the subsidy require Council to be responsible for installation and maintenance, the facility to be available to the public at no charge and a small plaque supplied by CMCA to be displayed at the facility acknowledging the CMCA and KEA Campers.

There is also demand for dump points in a number of unsewered areas throughout the region arising from the popularity of RV sites in these locations. The provision of a dump point facility in an unsewered area would require the installation of a 4,000L holding tank (with reflux valve) and a pump at a cost of approximately \$12,000 (excluding the cost of necessary hydraulic design drawings and tie in works). Depending on the frequency of use, it is estimated that the tank would require pumping out once per month at a cost of approximately \$400 and an annual servicing/inspection cost of \$130 (an overall annual cost of around \$5000).

In addition, the site would require connection to power for an alarm to be fitted to signal when the tank is nearing capacity, a water tap with a reduced pressure zone device (RPZD – to prevent backflow contamination), and rubbish bin. Council’s investment would be complemented by the ‘Dump Ezy’ unit provided by the CMCA as the above ground interface for the dump point. Site specific conditions will also contribute to final costs (e.g. proximity to water service, tie in work required to provide suitable access and the like).

Water Fill Stations

Gympie Regional Council provides several water fill stations across the region where potable drinking water can be accessed:

Table 4 Public water fill stations

Location	Site Address	Details
<i>Gympie</i>		
Archery Park	Corner Cross Street and Bruce Highway, Gympie	User pays – coin operated
Corella Road	Corella Road, Gympie (adjacent to Gympie Cemetery)	80mm outlet for truck filling, 25mm for RV User pays – card facility, no cash accepted
Madill Park	Corner Groundwater Road and Power Road, Southside (Gympie)	User pays – card facility, no cash accepted
<i>Cooloola Coast</i>		
Rainbow Beach	Clarkson Drive, Rainbow Beach Located directly opposite Griffin Esplanade	Metered - no charge
<i>Mary Valley</i>		
Imbil	Yabba Creek Road, Imbil (adjacent to Bowls Club)	User pays – card facility, no cash accepted

Dump Point and Water Fill Point Investigations

The following map shows the location of all dump points and water fill points across the Region.

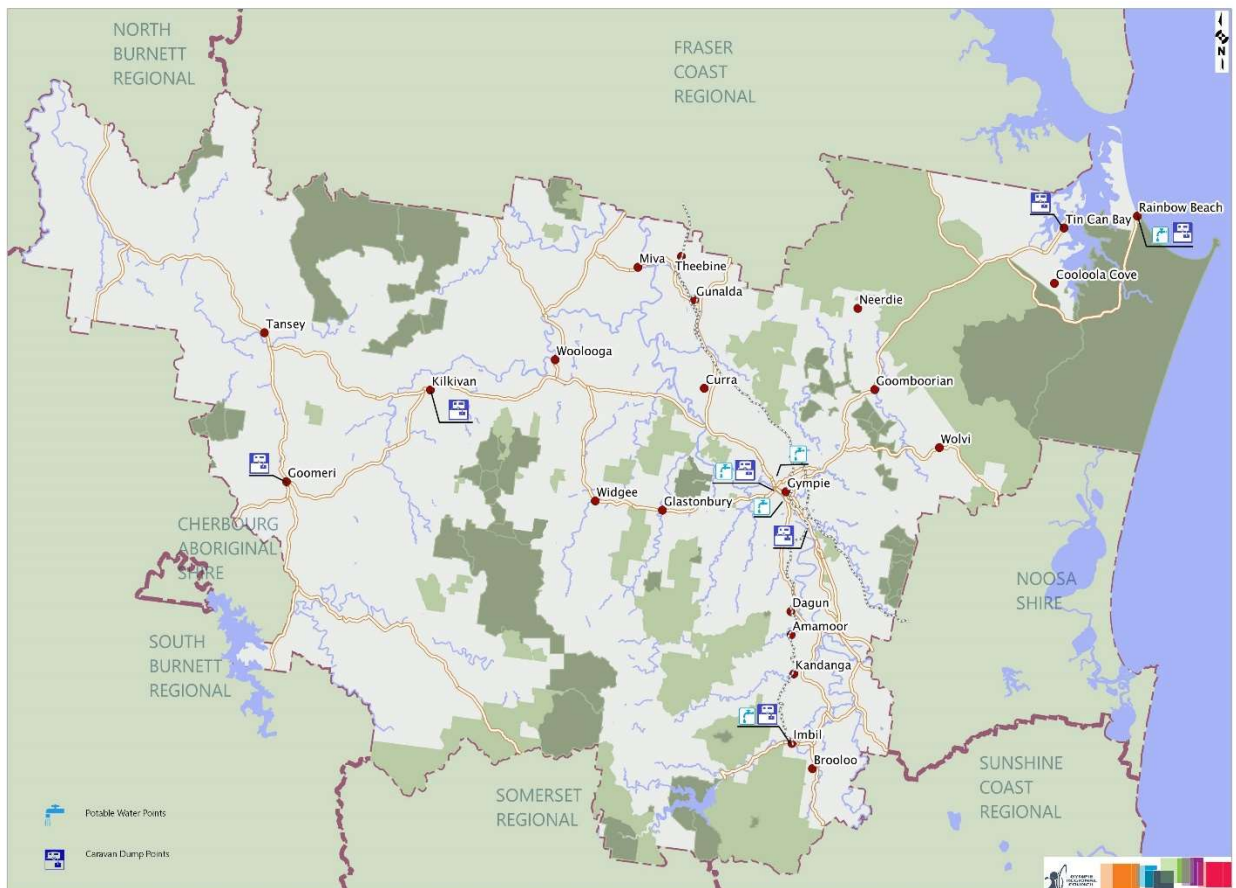


Figure 7 Dump Points and Water Fill Stations

Gympie

Gympie is sufficiently serviced with dump points at Archery Park and TMR’s Six Mile Rest Stop, and another is proposed as part of the Gympie Showgrounds development.

Three water fill stations are located within Gympie at Archery Park, Madill Park (Southside) and Corella Road. All are user pays facilities.

It is considered that additional water and dump points are not justified within the immediate Gympie area, with the exception of the planned facility at the Gympie Showgrounds.

Cooloola Coast

The Cooloola Coast is adequately serviced at this stage with a dump point facility at both Tin Can Bay and Rainbow Beach. There were some comments received as part of community engagement regarding the Tin Can Bay dump point that the site should be upgraded as it is an older style facility, with some challenges to easy access and manoeuvring for use. These matters are to be

included as part of an action recommending dump points be investigated and accessibility issues considered as part of progressive improvements.

A water fill point is available at Rainbow Beach where the dump point is also located. There is currently no charge for the water, however the supply is metered. A water fill point is not available in Tin Can Bay and this could be considered to meet the gap in service for this township.

North

The northern part of the region is currently not provided with a dump point. It is not currently considered warranted to install one at the current Dickabram Park RV site at Miva. The site is not within the sewer service area and an amenities block is available.

Should the Gunalda RV site be developed consistently with the endorsed "Our Towns" Concept Master Plan for the township the installation of a dump point at this location would address the needs of the northern section of the Region, subject to the consideration of capital and maintenance costs as a dump point at Gunalda would have to be a holding tank and pump out arrangement.

No water fill stations are available in this area and Gunalda is not within the reticulated water supply area. It is considered that water fill point needs are met by the network of Gympie locations with relatively convenient highway access.

West

The west is serviced by dump points at both Kilkivan (Weier Oval) and Goomeri (Showgrounds). There is a gap at Widgee and the installation of a dump point at Widgee would provide a necessary service for travellers camping at the Widgee Showgrounds, Marg McIntosh Park and the nearby Glastonbury Forestry, or travelling through the township as part of the overall RV network. A dump point could also avoid any illegal dumping of caravan waste into the toilet block at Marg McIntosh Park. It is noted that dumping of chemical toilet waste into the existing septic system would reduce the lifespan of that facility. Consideration would however need to be given to the on-going whole-of-life costs as part of any assessment of the viability of a dump point in this location.

No water fill stations are available in this area. The reticulated water supply available at Goomeri and Kilkivan makes the provision of a potable water fill point for RV travellers readily achievable and worthy of further consideration. Given that Widgee is not within the reticulated water supply network and the provision of potable water would require tanks and the treatment of the water, it is considered impractical to provide a water fill point at Widgee. In light of the availability of water fill points in Gympie the lack of a fill point at Widgee is not considered to be an obstacle to the RV visitation to the area.

Mary Valley

The Mary Valley has a dump point at Imbil (Showgrounds) and it has been demonstrated that a second dump point at Kandanga is warranted given the high demand for RV stays.

Investigations into the installation of a facility within the Kandanga township have recognised that a holding tank and regulated pump out would be the preferred option. Consideration would therefore need to be given to the on-going whole-of-life costs as part of any assessment of the viability of a dump point in this location. A preferred location has been identified on the through

service access road for the Kandanga historic railway station (off Kandanga Creek Road). This location would position the dump point close to town, whilst not being in a visually prominent location. It also provides easy drive in, drive out access and would complement the proposed overflow Kandanga RV Park. Alternative locations for consideration have also been identified at Kann Park (off the section of Kandanga Creek Road closest to Mary Valley Rd) and on the frontage of the existing amenities building at Jack Spicer Oval on Kandanga Amamoor Road, both of which have an existing amenities building and are located on the main routes into the Kandanga township. These sites do however have challenges in providing larger vehicles access and potential for greater amenity impacts.

A water fill station is located at Imbil on Yabba Creek Road and is a user pays facility. However, in light of the popularity of the Kandanga RV Park and the presence of a reticulated water supply in the Kandanga township, it is recommended for Kandanga, that at a minimum a dedicated tap be made available to users of the RV Park.

Recommendation

It is recommended that the area specific recommendations outlined above relating to dump points and water fill points for Gympie, the Cooloola Coast, the north of the region, the west of the region and the Mary Valley be implemented as resources permit.

It is further recommended that the existing dump points and water fill points be reviewed to determine if any upgrades are necessary to ensure a suitable standard of cleanliness, ease of use and accessibility is achieved.

4.9 Designated Long Vehicle Parking (Short-term/Day Use)

Gympie has a number of long vehicle parking bays designated for short-term use. These are located within the Gympie CBD and adjacent to Gympie Central Shopping Centre. Feedback was raised during stakeholder engagement that there are limited long vehicle bays available near supermarkets or that the designated bays are often full. This was reiterated during the community consultation period of the draft strategy. In addition to comments relating to the number of spaces and occupancy of these, it is highlighted that informal long vehicle parking occurs in other locations across the region.

Long vehicle parking (day use only) is currently available in the following locations within the Gympie region.

Table 5 Long vehicle day parking (short term)

Location	Details
<i>Gympie CBD</i>	
Jaycee Way/River Road Car Park, Nelson Reserve	<ul style="list-style-type: none"> • 3 long vehicle bays (approx. 12m length) • Follow directional signage off the Bruce Highway • No time limit (not for overnight stay)
River Road (opposite Calton Tce. and adjacent to Nelson Reserve)	<ul style="list-style-type: none"> • 2 long vehicle bays (approx. 13m length) • Signed with time limit of 4 hours
Monkland Street (adjacent to IGA uncovered car park)	<ul style="list-style-type: none"> • 1 long vehicle bay (approx. 13m length) • Signed with time limit of 4 hours
<i>Gympie Central Shopping Centre</i>	
Perseverance Street	<ul style="list-style-type: none"> • 3 long vehicle bays (approx. 13.5m) • Signed with time limit of 4 hours

Council's public mapping 'Community Facilities' shows facilities such as long vehicle parking, caravan dump points, visitor information centres, libraries, hospitals etc. This mapping should be reviewed periodically to ensure the most current data is available. Additionally, Council's website <https://www.gympie.qld.gov.au/parking> has been updated in the preparation of this Strategy to include designated areas for day parking of long vehicles as outlined above.

Recommendation

It is recommended that short-term parking for long vehicles be reviewed to determine the need for additional spaces, particularly within close proximity to shopping precincts.

4.10 Legislative Requirements

Local Laws

Gympie Regional Council has local laws in place to protect the health and safety of persons using local government controlled land, facilities, infrastructure and roads and to preserve the values of the natural and built environment. There are local laws that regulate access to local government controlled areas, and prohibit or restrict particular activities.

The local government must take reasonable steps to provide notice to members of the public regarding restricted activities, which may include the display of a notice stating the restricted activities, and in general terms the provisions relating to penalties.

Under Council's *Subordinate Local Law No 4 (Local Government Controlled Areas, Facilities and Roads) 2011*, 'camping' is a restricted activity within all parks and reserves in the local government area unless designated by the local government as a 'camping ground' and in compliance with any requirements indicated by signage at the place, or if the activity is authorised by an authorised person. Camping (except where a driver sleeps for no more than one night in a vehicle, other than a campervan or caravan), to break a journey is prohibited within local government roads (i.e. road reserves).

Council's *Subordinate Local Law No. 1 (Administration) 2011* lists a number of activities that are 'prescribed activities' and do not require an approval under the local law. The operation of camping grounds and caravan parks are listed, meaning the operation of camping grounds and caravan parks do not require approval under the local law. These uses are however subject to town planning and other legislative compliance and/or approvals.

In the community and stakeholder engagement phase (refer to Section 3), respondents raised a number of site management issues including:

- prohibiting the discharge of grey water to the ground;
- enforcing maximum length of stay and the power to move campers on;
- the need for Council to issue infringement notices; and
- concerns regarding anti-social or unsafe behaviour of campers (e.g. vandalism, excessive drinking, drug use, noise).

Whilst some of these matters can be most appropriately addressed through preparing a new local law, other matters will need to be addressed by other mechanisms such as the installation of signage. Matters of criminal behaviour or public order are police matters, and therefore outside the scope of local laws.

The current approach to monitoring and enforcement in existing RV sites is limited due to lack of signage at sites to indicate time limits and capacity and an inability to issue infringements to move on over stayers. The existing sites are patrolled and this is increasing, in addition to specific visits upon receiving complaints. Verbal warnings are used where necessary to move on campers not complying with requirements, although amendments to the local law to allow infringements to be issued would provide stronger measures for persistent non-compliance and assist to more effectively manage sites.

Recommendation

Introduce consistent information signage at each RV site to outline expectations for the use of the facility, including clearly outlining duration of stay/ time limits and a no-return clause with timeframes (i.e. to avoid a RV traveller driving out, and shortly after, back into the site to 'reset the clock.')

State Land

The use of State land is governed by the *Land Act 1994* and encompasses reserves or trust land and roads.

Reserves (trust land)

The Department of Resources has prepared two policies that are relevant when considering the use of trust land for RV sites being:

Operational Policy - Secondary Use of Trust Land under the Land Act SLM/2013/493

The use of trust land and reserves for non-commercial camping is governed under the Queensland Government's *Operational Policy - Secondary Use of Trust Land under the Land Act*. The policy provides guidelines to ensure a state-wide approach is taken to the use and management of trust land where additional uses such as short term camping are proposed.

Under the policy, the trustee may be required to develop a Trust Land Management Plan with consideration of impacts on surrounding businesses and community views. The Department has advised Council that a draft Land Management Plan for each proposal is required, and that the process includes public consultation.

Caravan Park Policy SLM/2013/490

This policy which provides guidelines for caravan parks and camping grounds on State land.

Under this policy, a 'Reserve for Recreation' may be used for camping (including RVs and caravans) with the provision of limited facilities. The length of stay is to be restricted to no more than 72 hours. Local governments wishing to utilise Reserves for Recreation for camping will need to adopt a local law to authorise the activity. A full scale caravan park with on-site accommodation, kiosk and full amenities is not consistent with a Reserve for Recreation.

It is recommended that further investigation is undertaken to identify whether the use of each reserve for an RV Park is in accordance with the purpose of the reserve, and whether an application is required to be submitted to the Department of Resources to formalise the secondary use of the reserve.

Roads

There are also instances where sites are located on a road reserve such as Marg McIntosh Park. Tenure issues associated with these sites will need to be investigated and resolved in liaison with the relevant State agencies.

Recommendation

Progress recommendations outlined in the sections above relating to legitimising the use of reserves for RV sites (where necessary) and addressing RV sites in road reserves.

Planning Legislation

The State Planning Policy (SPP), which defines the Queensland Government's policies about matters of State interest in land use planning and development, includes a State interest for tourism. This State interest was introduced after the adoption of the *Gympie Regional Council Planning Scheme 2013* (planning scheme). Consequently, this State interest is not reflected in the current planning scheme.

Under the *Planning Act 2016*, the next planning scheme review will be required to appropriately integrate the tourism State interest, which includes identifying and protecting opportunities for tourism development, into the planning scheme.

Next Generation Tourism Planning: a guideline for planners in Queensland (2017) has also been developed as part of guidance material for the SPP to assist with incorporating tourism into planning schemes.

Under the current planning scheme, caravan parks and campgrounds, whether or not they are operated by Council are defined as “tourist parks” or “nature based tourism” and are assessable development. Reviews of other RV strategies have identified recommendations that involve making amendments to planning schemes to recognise recreational vehicle sites and to streamline the assessment process with respect to them. This is also a recommendation made by the State Government in its *Queensland Camping Options Toolkit* which provides suggested standardised definitions and requirements to recognise self-contained camping as a new low-cost camping option to meet the increasing market.

Key matters for consideration in regards to future amendments to the planning scheme include:

- the statutory requirement to appropriately integrate the tourism State interest into the planning scheme;
- opportunities for the strategic framework to specifically recognise that RV travellers seek free or low cost camping options, and that the market must respond to attract such travellers;
- identifying those parts of the planning scheme that discourage the development of free or low cost RV sites throughout the region and determine the most appropriate mechanism to address any issues;
- ensuring Council maintains transparency in regards to facilitating future development of free or low cost RV sites on Council-owned or managed land; and
- investigate the planning scheme’s land use definitions pertaining to showgrounds which include RV camping.

Recommendation

In the interim it is recommended that amendments to the current Gympie Regional Council Planning Scheme 2013 be introduced to legitimise the existing network of RV sites and streamline the rollout of planned sites on Council owned or controlled land in line with priority (notwithstanding other legislation or State policies as outlined above, may still apply). Amendments in this regard should ensure that a ‘Tourist Park’ use (free or low cost RV site) on Council owned or controlled land does not trigger the need for a development application in appropriate circumstances.

5. Ultimate Hierarchy of RV Sites and Desired Standards of Service

The current approach to non-commercial RV camping within the region is informal and it is recognised that a more structured approach is required to better accommodate and plan for this market and adequately manage and promote opportunities for sites on Council owned or controlled land. This section of the Strategy sets out to provide a clear hierarchy of sites and a desired standard of service to guide the establishment of new sites and possible progressive improvements for each RV site (refer to Table 6: RV sites – Desired Standards of Service and Table 7: RV Site Description and Hierarchy).

Desired standards of service have been established to benchmark the level of facilities provided at sites throughout the region. The standards are based around the following characteristics:

- availability of space and limitations on number of sites;
- typical embellishments and desirable embellishments;
- proximity to other sites, attractions or townships;
- minimising environmental impacts; and
- managing on-going maintenance costs.

During the development of this strategy, an analysis of existing and planned sites was undertaken. This enabled the following hierarchy to be formulated which categorises each site as either a local or regional site.

Local sites meet a specific need relating to a key destination, and/or convenience function opportunity, while a regional site would provide a higher level of embellishments. The overarching intent being to provide a network of RV sites servicing the Mary Valley in the south, Gympie more centrally, the western part of the region, and the northern part of the region. This approach was supported by stakeholder feedback recommending that a geographic spread of facilities around the region at minor and major sites, not just on the highway or within a major town.

The desired standards of service have not been applied to the following accommodation types, as these are not managed by Council:

- commercial caravan parks and campgrounds;
- roadside rest areas (where not managed by Council); and
- campgrounds within state forests, national parks and recreation areas.

5.1 Local Sites

A local site is typically located in a rural area off the main highway and state-controlled road network. It has basic infrastructure and serves to provide a safe place to stop and enjoy the rural setting and explore the nearby towns and attractions. At a minimum, a local site should provide a reasonably level area for the parking of recreational vehicles, including space for larger vehicles, and provide a general waste service (i.e. rubbish bins). Consistent signage should be provided advising of the permitted length of stay and any guidelines or conditions relevant to the site (e.g. advising that discharging wastewater to ground is not permitted).

A maximum time limit for stays of 72 hours is to apply.

Additional embellishments that are desirable, but may not necessarily be provided at each location include covered shelter and seating area, lighting, potable water point and an effluent dump point.

The following existing and planned sites would be categorised as 'Local' sites:

Existing

- Chatsworth Park, Bruce Highway, Chatsworth;
- Marg McIntosh Park, Glastonbury Road, Widgee;
- Dickabram Park, Miva Road, Miva; and
- Kinbombi Falls, Kinbombi.

Planned

- Amamoor "Our Towns" Endorsed Site, Busby Street and Amamoor Street, Amamoor;
- Gunalda "Our Towns" Endorsed Site, Balkin Street, Gunalda; and
- The Tin Can Bay site on the central-eastern portion of Lot 69 CP910971 adjacent to the Gympie Road/Pennyquick Road frontage.

5.2 Regional Sites

A 'Regional' site is designed to provide a higher level of embellishments which may include potable water and/or dump points, amenities, and communal facilities (i.e. barbeque area, covered seating). There may be opportunity for the site to be managed by a third party on behalf of Council, depending on the level of embellishments at the site. This is potentially the case for the planned Gympie Showgrounds RV Park which could be managed through the Gympie Show Society and Turf Club, with agreements to be in place outlining operational/management responsibilities.

A maximum time limit for stays of 72 hours is to apply.

The following existing and planned sites are identified as 'Regional' sites:

Existing

- Kandanga RV Park – 49-51 Main Street, Kandanga

Planned

- Gympie Showgrounds RV Park, Ramsey Road, Southside
- Kandanga Secondary RV Park (on access road for Kandanga historic rail station), Kandanga Creek Road, Kandanga
- Kilkivan RV Site (adjacent to trailhead for Kilkivan to Kingaroy Rail Trail), Bligh St, Kilkivan

Table 6 RV sites - Desired Standards of Service

Standards	Local sites	Regional sites
Capacity <i>Note: it is recommended to allow approx. 6m x 19m per 'site' to allow sufficient space between recreational vehicles.</i>	<ul style="list-style-type: none"> Sufficient area for up to 15 recreational vehicles Formalised parking bays are not provided to minimise the impact on visual amenity The use of bollards, markers and/or signage to indicate parking and camping areas 	<ul style="list-style-type: none"> Sufficient area for a minimum of 10 recreational vehicles Sites are to be designated either by hardstand 'pads' (concrete or asphalt construction) or where to remain grass or gravel the use of bollards, markers and signage to indicate parking and camping areas
Proximity to townships and services	<ul style="list-style-type: none"> Located within reasonable proximity to a township to access facilities and supplies and/or adjacent to a major road 	<ul style="list-style-type: none"> Located within reasonable walking distance (500m) to shops
Facilities	<ul style="list-style-type: none"> Access to on-site or proximate toilet facilities Directional and information signage e.g. time limits, guidelines for domestic animals, hazards General waste and recycling bins 	<ul style="list-style-type: none"> Access to on-site or proximate toilet facilities Potable water Dump point either located on-site or within the town Directional and information signage (e.g. time limits, guidelines for domestic animals, hazards) General waste and recycling bins
Time Limit	72 hours	72 hours
Desirable embellishments	<ul style="list-style-type: none"> Communal facilities e.g. shelter and shade, seating Lighting Potable water Dump point, not necessarily provided on site, however located within proximity to site (e.g. proximate township) 	<ul style="list-style-type: none"> Communal facilities e.g. shelter and shade structure, seating Access to on-site facilities Access to power Lighting Shade trees

Table 7 RV Site Description and Hierarchy

Site	Address	Real Property Description	Category	Hierarchy of Site
Dickabram Park RV Site	1119 Miva Road, Miva	Lot 139 LX2731	Existing site	Local
Widgee RV Site, Marg McIntosh Park	Glastonbury Road, Widgee	Road reserve adjacent to Lot 80 LX556 (Webb Park)	Existing site	local
Kinbombi Falls RV Site	Kinbombi Road Kinbombi	Lot 469 L371233	Existing site	Local
Chatsworth Park RV Site	Bruce Highway, Chatsworth	Lot 249 MCH4125 Lot 250 MCH4125	Existing site	Local
Amamoor "Our Towns" Endorsed Site	Busby Street and Amamoor Street, Amamoor	Lot 62 RP827293	Planned facility	Local
Gunalda "Our Towns" Endorsed Site	Balkin Street, Gunalda	Lot 283 SP105179	Planned facility	Local
Kandanga RV Park (Paul Robeck Park),	Kandanga – Amamoor Road, Kandanga	Lot 28 RP23273 and Lot 33 LX 1325	Existing site	Regional
Kandanga Secondary RV Park, Kandanga Station and surrounds	Kandanga Creek Road, Kandanga	Lot 95 SP 104992 and Lot 22 SP105938	Planned facility	Regional
Gympie Showgrounds RV Park	Ramsey Road, Southside	Lot 72 G14747	Planned facility	Regional
Kilkivan RV Park	Bligh Street, Kilkivan	Lot 13 SP128650	Planned facility	Regional
Tin Can Bay RV site	Cnr Gympie Rd and Pennycuick Rd	Part of Lot 69 CP910971	Planned Facility	Local

6. Opportunities and Recommendations on Future Investigation

6.1 Potential Future Sites

Following the review of existing and planned sites and through stakeholder engagement it has been demonstrated that additional opportunities may exist for future recreational vehicles sites to be established in order to provide a more expansive network of stops throughout the region.

For consistency, where future investigation is needed for potential sites, the RV site hierarchy and criteria in Table 6: Desired Standards of Service, will be used to determine the hierarchy and services to be planned for at each potential site.

Priority actions for delivering a network of RV sites are set out in the Action Plan in Section 7 of this Strategy. This should be periodically reviewed to evaluate the performance of the network and any new opportunities, as actions are progressively delivered.

6.2 RV Friendly Town or Welcoming RV Programs

The Gympie region has been supportive of RV tourism for some time, having received 'RV Friendly Town' status from the CMCA for the townships of Gympie and Goomeri, and with Tin Can Bay recognised under the 'Community Welcomes Recreational Vehicles' program supported by Caravanning Queensland and the Caravan Industry Association of Australia. CMCA previously recognised Kandanga as an 'RV Friendly Location' under a former Program, however, this has now been replaced by the Town or Destinations program.

There are opportunities to investigate other towns in the region to determine if they are appropriate as RV Friendly towns or destinations under the CMCA program and/or under the Community Welcomes Recreational Vehicles program. This may assist with promoting the region as an attractive RV destination to a wider audience.

Campervan and Motorhome Club of Australia - RV Friendly Town Program

The RV Friendly program is an initiative of the Campervan and Motorhome Club of Australia (CMCA) and provides the ability to recognise a town as an 'RV Friendly Town' where certain infrastructure and services are available.

The following is essential criteria to be deemed an 'RV Friendly Town':

- provision of appropriate parking within the town centre, with access to a general shopping area for groceries and fresh produce;
- provision of short term, low cost overnight parking (24/48 hours) for self-contained RVs, as close as possible to the CBD;
- access to potable water; and
- access to a free dump point at an appropriate location.

Desirable criteria include access to medical facilities or emergency service, access to a pharmacy and a visitor information centre, with appropriate parking.

The initiative also allows endorsement as an 'RV Friendly Destination' where the full essential criteria above are not able to be met but where a certain level of facilities are available. These 'RV Friendly Destinations' need to be able to provide:

- short term, low cost overnight parking (24/48 hours) for self-contained RVs;
- a parking area that is on a solid, level surface; and
- a sufficient area for large vehicles to manoeuvre.

Caravan Industry Association of Australia – Community Welcomes Recreational Vehicles

The Caravan Industry Association of Australia and Caravanning Queensland also promote towns and regions that are welcoming of RV travellers through the 'Community Welcomes Recreational Vehicles' program. Currently only Tin Can Bay is recognised through this program and this represents a possible future opportunity for other towns to be considered.

Recommendation

Pursue RV friendly and RV welcoming recognition for townships and destinations included as part of the network or RV sites.

6.3 Low Cost Sites

During the community and stakeholder engagement phase, a number of comments were made in support of the provision of low cost RV sites, rather than free sites. It also suggested that most travellers are happy to pay a small fee where services are provided i.e. for a higher level of facilities.

These comments included support for:

- basic level services only for free sites;
- paying a nominal fee to help cover maintenance;
- low cost RV sites, due to concern that free sites will burden ratepayers; and
- low cost sites and the provision of coin-operated services (e.g. showers) for cost recovery.

Recommendation

Investigate the introduction of low cost fees for RV sites that may have a higher level of facilities (e.g. regional level) and be in higher demand. Issues to be resolved include:

- consistency with state leases, where applicable;
- alignment with the overall RV strategy objective of providing for self-contained RVs;
- capital and operational costs;
- staff resources available to undertake the management of these sites; and
- impacts upon existing local businesses.

6.4 Tourism and Promotion

Tourism and promotion opportunities were raised during the engagement phases with a number of suggestions made to not only promote the RV sites but to provide within each site an area where local businesses and information can be provided (e.g. signage). General commercial advertising is not generally considered appropriate for Council's parks and road reserves and would require considerable oversight to change signage to keep information up to date and afford an equal opportunity to all local businesses. It is suggested therefore that a more generic approach to the installation of signage that provides information about nearby attractions would be more appropriate.

Council's Tourism Strategy 2019-2024 recognises opportunities that the Gympie region can offer to strengthen tourism. There are specific actions within the Tourism Strategy aimed at encouraging RVs to stay longer by providing new experiences, support development of an information service and exploring options such as an integrated transportation service (e.g. hop-on-hop-off bus) enabling visitors to visit Gympie's heritage precincts. These actions, in addition to others recommended as part of this strategy, aim to highlight the region as an RV destination and provide additional services to travellers to increase the length of stay and spending in the region.

Recommendation

Consider the installation of appropriate signage at RV sites to advise travellers of nearby tourist attractions and other stopover sites/accommodation options in the Region.

7. Action Plan

The objective of this strategy is to identify the Council owned and/or controlled land that can contribute to the development of the tourism sector within the Gympie Region by facilitating short stay stopovers by the users of self-contained recreational vehicles. The action plan below identifies and prioritises the range of actions Council will take as resources permit to achieve this objective.

In addition, and consistent with Council's endorsed Tourism Strategy, a number of related actions have also been identified to more broadly promote the Gympie Region as a welcoming destination for drive tourism.

The recommendations contained within this Strategy and the Action Plan below reflect feedback from travellers, the tourism industry and the community.

Some actions are relatively straightforward such as an increase on the regular maintenance of sites or monitoring to ensure fair use. These measures will enhance and provide a more attractive environment for RV stopover users and the residents of the communities where these sites occur.

Council's existing RV sites have been reviewed and a hierarchy introduced to guide the level of services and embellishments for each site. Some new planned sites and future opportunities have been identified to establish an overall RV network.

Action Plan

Action	Responsibility	Priority
General Actions		
<p>1</p> <p>Maintain a Site register for Council owned or controlled RV sites.</p> <p>The register is to include:</p> <ul style="list-style-type: none"> • existing improvements, including condition and prioritised maintenance response • time limit for stays • details of any management agreement (where relevant) • planned improvements. Refer to <i>Desired standard of Service</i> (Section 5 of this Strategy) and the associated program for construction / installation • a signage plan (refer to Action 2) • details of any precursors to planned improvements and associated progress and status (e.g. development approval; securing of land tenure; road closure application) <p>The register is to be reviewed annually and updated as new improvements are constructed or installed and funding becomes available for the development of planned sites. The annual review is to also consider changes in demand for each site that may result in requiring improvements or changes to the maintenance schedules (e.g. increases or decreases).</p>	<p>Corporate Services (Property)</p>	<p>Commenced and on-going</p>
<p>2</p> <p>Undertake an audit of existing on-site and directional signage and prepare a signage plan for Council-owned and controlled RV sites documenting:</p> <ul style="list-style-type: none"> • the results of the signage audit • an assessment of the suitability of existing signage • identification of sites requiring replacement or new signage • minimum standard for on-site signage including: <ul style="list-style-type: none"> - "Welcome" information 	<p>Community Sustainability (Strategic Planning)</p>	<p>Commenced and on-going</p>

Action	Responsibility	Priority
<ul style="list-style-type: none"> - maximum time limit relative to hierarchy of the site (as per Section 5 of this Strategy) - no return clause - terms of use (e.g. if self-contained RVs; greywater disposal restrictions; no tent camping; no littering; parking in designated areas; etc.) - penalties for unauthorised use, including over stays (local laws) - closest effluent dump point and potable water fill point - any applicable safety information (e.g. natural hazard warnings/risks such as flooding) - contact number to report site issues - visitor information (including nearby attractions, closest visitor information location, etc.) • program (and priority) for the installation of signage. 		
<p>3 For RV sites located on State Land (Trust land), liaise with Department of Resources to ensure 'camping' is consistent with the purpose of the reserve and commence process for secondary use of trust land and land management plan where necessary. Liaise with TMR with respect to RV sites within road reserves and on the Kilkivan Rail trail site.</p>	Corporate Services (Property)	Commenced and on going
<p>4 Promote responsible, environmentally conscious camping through appropriate disposal of greywater at Council-owned or controlled sites by:</p> <ul style="list-style-type: none"> • installing signage (e.g. prohibiting grey water disposal to ground; listing infringements; directional signage to nearest dump point) • including educational information regarding greywater disposal on Council's website. <p>This is to be promoted via signage on site (refer to Action 2) and included in the relevant sections on Council's website.</p>	Community Sustainability (Strategic Planning)	Commenced and on going
<p>5 Communicate the endorsed strategy to the community and RV travellers by:</p> <ol style="list-style-type: none"> a) Updating and/or developing promotional material (updates to Council's website, Visit Gympie Region website social media and print resources) to provide RV travellers with options and information to assist them when visiting the region. This should include an overall region-wide thematic map identifying townships, RV sites, dump points and water points and key landmarks; and b) Review information on camping apps (e.g. Wikicamps) to ensure data is correct and the most up to date information is available. 	Marketing and Communications	Short term and on-going.

Action	Responsibility	Priority
c) Engage with local communities as part of the design stage for each stopover site.		
6 Identify resource allocation necessary to manage and maintain the existing and planned sites including regulatory and enforcement action and maintenance (e.g. mowing, waste removal, cleaning of facilities).	Infrastructure Services, Community Sustainability, Corporate/ Finance	Short term
7 Update Council's website (including on-line interactive mapping) to provide current information for water fill points, effluent dump points, long vehicle day parking areas and grey water information (see Action 3). Link to the Visit Gympie Region website. Consider grouping all relevant information and a link to the RV Strategy in a 'RV Stays' section on the website.	Marketing and Communications	Short term
8 a) Review general waste bin provision and servicing across the network of sites having regard to capacity of sites and existing facilities. Roll out general waste bin provision/ extend collection service accordingly. b) Provide adequate recycling bins at all Council-owned or controlled sites, having regard to capacity of sites and existing facilities, noting Chatsworth Park is currently the only site with a recycling bin service. c) Provide dog waste bags at bin locations, particularly sites where domestic pets are permitted.	Community Sustainability	Short term
9 Make amendments to the planning scheme in relation to: <ul style="list-style-type: none"> • the statutory requirement to appropriately integrate the tourism State interest into the planning scheme; • opportunities for the strategic framework to specifically recognise that RV travellers seek free or low cost camping options, and that the market should be able to respond to this demands; • identifying those parts of the planning scheme that discourage the development of free or low cost RV sites throughout the region and make amendments to address impediments on Council owned and controlled land in the short term and more broadly as part of the development of a new Planning Scheme; • ensure Council maintains transparency in regards to facilitating future development of free or low cost RV sites on Council-owned or managed land; and • investigate the planning scheme's land use definitions pertaining to showgrounds which include RV camping. 	Community Sustainability (Strategic Planning)	Short-medium term

Action		Responsibility	Priority
10	Amend Council's local law and/or subordinate local law to improve monitoring and enforcement of the use of existing and future Council-owned or controlled RV sites. This includes the ability to issue infringements and move on campers that are not adhering to the local law.	Community Sustainability (Regulatory Services)	Medium term
11	Develop an Operational Policy following amendments to local law to guide and manage monitoring and enforcement of designated Council-owned or controlled sites.	Community Sustainability (Regulatory Services)	Medium term
12	<ul style="list-style-type: none"> a) Review existing dump points and determine if any upgrades are necessary and if deemed to be feasible, install based on priority. b) Where installation of new dump points or upgrading occurs ensure the design considers accessibility to large vehicles with on-board tanks. c) Investigate options to install water fill stations or potable water points at Tin Can Bay, Goomeri, Kilkivan, and Kandanga. 	Community Sustainability and Water Business Unit	Medium term
13	<ul style="list-style-type: none"> a) Review the location of existing long vehicle day parking areas (including capacity and demand), particularly within proximity to shopping precincts, and explore opportunities for new/additional bays where required. b) Ensure signage is provided to long vehicle day parking areas advising that overnight stays are not permitted. Consider directional signage indicating nearby RV sites. c) Update Council's website for any new day parking locations. 	Infrastructure Services	Medium term
14	<ul style="list-style-type: none"> a) Liaise with the business community to explore incentives that may be available and promoted to RV travellers to enhance economic benefits to the community (e.g. local specials for travellers). b) Investigate utilising a reference group to trial or provide feedback on any incentive programs or packages. 	Marketing and Communications	Medium term
15	Ensure all eligible towns are recognised either as 'RV friendly towns' and/or recognised by the 'Community Welcomes RV' programs and prepare necessary application for consideration. Kandanga and Kilkivan are high priorities. <i>Note: Kandanga requires installation of a dump point prior to being considered (see Action 16).</i>	Marketing and Communications	Medium term

Action		Responsibility	Priority
16	Identify sources of funding to implement the actions contained in the Action Plan: <ul style="list-style-type: none"> prepare applications for funding (e.g. Works for Queensland, Local Government Grants and Subsidies Program, Building Our Regions Fund, Building Better Regions Fund); and investigate the introduction of low cost fees for RV sites that may have a higher level of facilities. 	As per the responsibility for the individual actions set out in this table.	On-going
Site Specific Actions			
17	<p>Kandanga - Carry out works within the existing Council owned (or controlled) RV site at Main Street Kandanga to increase the number of designated sites, achieving a minimum of 10 sites in accordance with the standards for a 'Regional' level site and the installation of bollards to prevent RV camping under the trees.</p> <p>As part of this action, resolve the issues of donations and stewardship with the Friends of Kandanga group with respect to the existing Kandanga RV site.</p>	Infrastructure Services	Short term
18	<p>Kandanga - Commence design, secure tenure and obtain approvals as required to allow additional capacity (approx. 10-15 sites) at the Kandanga Railway Station site described as Lot 22 SP105938 and access road in Lot 95 SP104992 for overflow from the existing site. This should include investigation into the concurrent provision of a dump point (holding tank and regulated pump out) on the drive through access road.</p>	Infrastructure Services Corporate Services (Property)	Short Term
19	<p>Kandanga - Commence negotiations with the Kandanga Country Club representatives to formalise an agreement to use the Council owned site as a commercial RV site. The agreement should also include a requirement to obtain a development approval for the use.</p>	Corporate Services (Property)	Short term
20	<p>Kandanga - Installation of a dump point at Kandanga (per Action 18). The location of the dump point is to be determined. A holding tank and regulated pump out would be required and regularly serviced. Pump out frequency is dependent on usage however is estimated at a minimum of once per month.</p>	Infrastructure Services	Short term
21	<p>Kilkivan - Design and construct a 'Regional' site at Kilkivan on Lot 13 SP128650, subject to obtaining necessary approvals (as required) and associated approval under the existing tenure agreement from DTMR.</p>	Infrastructure Services and Corporate Services (Property)	Short term

Action	Responsibility	Priority
	Once the site is operational, signage is to be installed at Weier Oval to advise that camping is not permitted and provide details/directions to the designated Kilkivan site.	
22	Widgee - Further investigate the installation of a dump point at Widgee. Potential location at Marg McIntosh Park serviced by a holding tank and regulated pump out. Would be required to be outside of the flood hazard area and site equipped with power to ensure connection to an alarm system to provide alerts when necessary (e.g. when nearing maximum capacity. This project should be considered in conjunction with any planned upgrades to the toilet facilities and septic system at Marg McIntosh Park).	Infrastructure Services Short term
23	Gympie - Construct Gympie Showgrounds site in accordance with the development approval.	Infrastructure Services Short – medium term
24	Tin Can Bay - Design and construct the proposed Tin Can Bay RV site subject to obtaining the necessary approvals	Infrastructure Services Short – medium term
25	Widgee - Explore tenure options for Marg McIntosh Park at Widgee within Road Reserve and undertake the relevant process to resolve tenure issue for the site, seeking to change the purpose from road reserve to park reserve.	Corporate Services (property) Medium term
26	Amamoor - Design and construct Amamoor Our Towns Endorsed site, subject to obtaining necessary approvals.	Infrastructure Services Long term
27	Gunalda - Design and construct Gunalda Our Towns Endorsed site, subject to obtaining necessary approvals. The design is to include the capacity for a pump out format dump point.	Infrastructure Services Long term
28	Corner Poulsen Road and Jubilee Road – Carter’s Ridge. Remove all signage relating to the site as an RV stopover. The site is not considered appropriate for the purposes of this strategy.	Infrastructure Services Short term

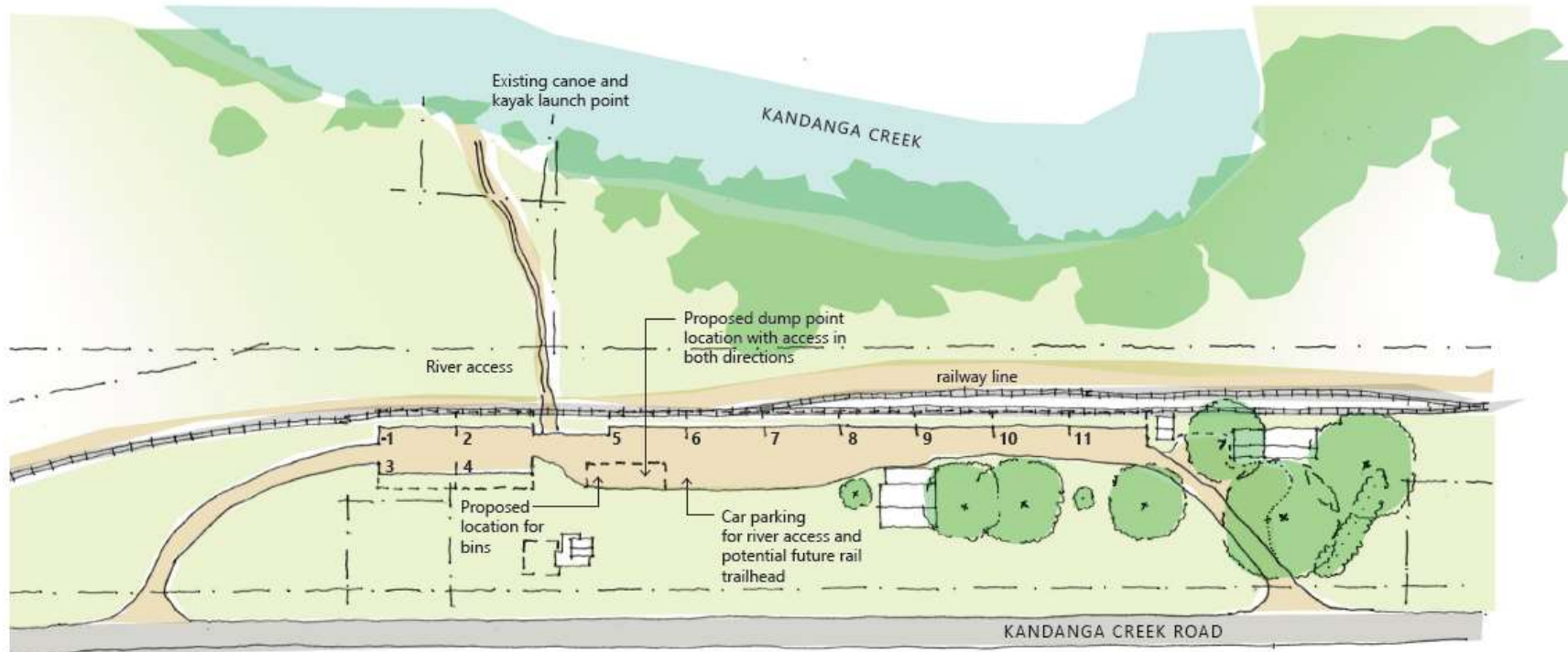
Appendix 1 - Glossary

Term	Definition
Camp (as per <i>Recreation Areas Management Act 2006</i>) also camping	<p>(a) to pitch, place or erect a tent, caravan or another structure that may be used for camping for the purpose of staying overnight by using the tent, caravan or structure;</p> <p>(b) to place other equipment that may be used for camping, or a vehicle or vessel, in position for the purpose of staying overnight by using the equipment, vehicle or vessel;</p> <p>(c) to keep a tent, caravan, another structure or other equipment that may be used for camping in position overnight, whether or not the tent, caravan, structure or equipment is unattended;</p> <p>(d) to stay overnight, other than as part of an activity that—</p> <p>(i) does not involve the use of any camping equipment; and</p> <p>(ii) is generally not considered to be camping.</p> <p>Note: Tent camping, whilst encouraged in existing designated areas, is excluded from the scope of this strategy.</p>
Commercial camping	Includes caravan parks or campgrounds where the core business is to provide short term accommodation to travellers.
Drive market	The drive market represents visitors who use drive as a mode of transport to reach their destination, where their main purpose of visit is leisure (i.e. where their main purpose is for a holiday or to visit friends and relatives). This includes day trips and overnight trips to one or multiple destinations.
Hardstand area	A paved or stabilised area for the parking of recreational vehicles. Depending on the location (i.e. Local, Regional or Destination) this may be gravel construction or concrete/asphalt.
Non-commercial camping	Camping overnight on public land including showgrounds, roadside reserves and roadside rest areas (regardless of whether a nominal fee is charged) or in non-defined areas such as streets, parking areas and bush sites.
Queensland Camping Options Toolkit	<p>Published by the Department of Tourism, Major Events, Small Business and the Commonwealth Games in March 2014 to assist Council's in formalising an approach to camping within their regions.</p> <p>https://www.ditid.qld.gov.au/_data/assets/pdf_file/0008/148319/qdts-camping-options-toolkit.pdf</p>
Recreational vehicle	A vehicle that combines transportation and temporary living quarters for travel, recreation and camping. Includes caravans, motorhomes and campervans.
Self-contained recreational vehicle	A caravan, motorhome or campervan that can hold fresh water, greywater and black water and has on-board cooking, sleeping and toilet facilities.

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Appendix 3 – Draft Concept Layout for Secondary Kandanga RV Park



Appendix 4 – Draft Concept Layout for Kilkivan RV Park

