

Agenda

Ordinary Meeting

Wednesday, 24 June 2026

Time: 9:00 am
Location: Council Chambers
82 Brisbane Street
BEAUDESERT QLD 4285

**Scenic Rim Regional Council
Ordinary Meeting
Wednesday, 24 June 2026
Agenda**

1	Opening of Meeting	3
2	Attendance and requests for leave of absence	3
3	Apologies	3
4	Prayers	3
5	Public Question Time	3
6	Declarations of Prescribed or Declarable Conflict of Interest by Members.....	3
7	Announcements / Mayoral Minutes	3
8	Reception of Deputations by Appointment / Presentation of Petitions	3
	8.1 Deputation by Appointment - Mr Gary Lindsay.....	3
9	Confirmation of Minutes.....	3
10	Business Arising from Previous Minutes	3
11	Consideration of Business of Meeting.....	4
	Infrastructure Services.....	4
	11.1 Kalbar Town Centre Master Plan.....	4
	11.2 Kooralbyn Town Centre Master Plan	42
	11.3 Canungra Town Centre Master Plan	81
	11.4 Waste Collection Policy Exemption - Request for Additional General Waste Service to Support Medical Treatment.....	120
	Corporate and Community Services	130
	11.5 Unaudited Monthly Financial Report for May 2026.....	130
12	Confidential Matters	146
	12.1 Endorsement of Planning Assumptions and Draft Priority Infrastructure Area Boundaries - Water Netserv Plan Part A [Closed s.254J(3)(g)]	146
	12.2 Planning and Environment Court Appeal Update - MCU25/058 - 1 - 33 Tamborine Mountain Road, Tamborine [Closed s.254J(3)(e)].....	146
	12.3 Progress on Planning and Environment Court Appeal No 162/26 Brookland Estate Pty v Scenic Rim Regional Council [Closed s.254J(3)(e)]	147
	12.4 Commercial Lease Renewals - 72-74 High Street, Boonah [Closed s.254J(3)(g)]	147

1 Opening of Meeting

2 Attendance and requests for leave of absence

3 Apologies

4 Prayers

5 Public Question Time

6 Declarations of Prescribed or Declarable Conflict of Interest by Members

7 Announcements / Mayoral Minutes

8 Reception of Deputations by Appointment / Presentation of Petitions

8.1 Deputation by Appointment - Mr Gary Lindsay

Mr Lindsay will attend to address Council generally in relation to planning and development matters.

9 Confirmation of Minutes

Ordinary Meeting - 27 May 2026

Special Meeting - 10 June 2026

10 Business Arising from Previous Minutes

Nil

11 Consideration of Business of Meeting

Infrastructure Services

11.1 Kalbar Town Centre Master Plan

Executive Officer: Director Infrastructure Services

Item Author: Coordinator Asset Management /
Acting Manager Transport and Assets

Attachments:

1. Kalbar Town Centre Master Plan [↓](#) 

Councillor Portfolio / Representation

Transportation and Infrastructure - Cr Duncan McInnes

Local Government Area Division

This report relates to Division 6.

Executive Summary

Council established a Master Plan Committee for the community of Kalbar. Participants were selected through an expression of interest process, with key community representatives invited to contribute to the development of the master plan.

The Committee met on several occasions to provide input and guidance, resulting in the preparation of a draft Master Plan for the community. Broader community engagement was undertaken, with feedback received demonstrating strong support for the proposed vision, themes, and priorities.

With only minor amendments required, the final Kalbar Town Centre Master Plan ("Master Plan") was endorsed by the Committee and is now presented to Council for consideration and adoption as the strategic framework to guide future infrastructure, cultural, community, environmental and town centre improvements within Kalbar.

Recommendation

That:

1. Council endorse the Kalbar Town Centre Master Plan and adopt the Master Plan as the strategic framework to guide the future development, enhancement, and revitalisation of the Kalbar township; and
2. Council consider the actions identified within the Kalbar Town Centre Master Plan as part of future budget deliberations, capital works programs, and external funding opportunities.

Previous Council Considerations / Resolutions

At the Ordinary Meeting held on 29 January 2026 (Item 11.12), it was resolved that:

1. Council endorse the draft Kalbar Town Centre Master Plan for the purpose of community consultation; and
2. Council endorse the draft Kooralbyn Town Centre Master Plan for the purpose of community consultation.

At the Ordinary Meeting held on 29 January 2025 (Item 11.3), it was resolved that:

1. Council endorse the formation of the Canungra Master Plan Committee and confirm the membership of the Committee;
2. Council endorse the formation of the Kalbar Master Plan Committee and confirm the membership of the Committee;
3. Council endorse the formation of the Kooralbyn Master Plan Committee and confirm the membership of the Committee;
4. Council authorise the Chief Executive Officer to draft Terms of Reference for adoption at the inaugural meeting of each of the three Master Plan Committees; and
5. Council authorise the Chief Executive Officer to commence engagement with the interested community members as soon as practicable.

Report / Background

In January 2025, Council endorsed the establishment of a Master Plan Committee for Kalbar. An expression of interest process was undertaken within each community to determine committee membership. Key community representatives were subsequently selected to participate on each committee.

The key purpose and objectives of the Master Plan Committee are to provide strategic input into the development of the Master Plan by offering local knowledge, identifying opportunities and challenges, and advising on community priorities. This input will inform the vision, goals, and key actions of the Master Plans to ensure they reflect the needs, values, and aspirations of each community. While the Committee does not have decision-making authority, their contributions will support more informed, inclusive, and effective planning outcomes.

The objectives of the Master Plan Committees are:

- To provide input on the vision, goals, and priorities of the Master Plan, ensuring they reflect the aspirations and needs of the local community.
- To share local knowledge and insights to inform planning decisions, identify community strengths, and highlight emerging issues or challenges.
- To represent a broad cross-section of community perspectives, ensuring diverse voices are heard and considered throughout the planning process; and
- To advise on initiatives, infrastructure, or services that may enhance community wellbeing, connectivity, resilience, and liveability.

The Committee meetings commenced in May 2025, with the initial sessions held within each of the respective communities. Council engaged suitably qualified consultants to facilitate these workshops and to develop the Master Plan for each area. The Committee members have worked collaboratively, demonstrating a shared commitment to enhancing their respective communities.

Common themes emerged across the different communities and are reflected within each of the respective Community Master Plans:

1. Streets and Parking - Continued investment in infrastructure for improved safety and connectivity for residents and visitors;
2. Connections - Provide infrastructure which enables and encourages walking and cycling;
3. Community Spaces - Strategic Approach to providing high quality and required community infrastructure;
4. Culture and Heritage - Celebrate the communities heritage in strategic locations; and
5. Conservation and Sustainability - Conting to protect and embellish the communities natural environment.

The draft Master Plan was developed through these workshops and was subsequently released for broader community consultation in March 2026.

Feedback received during the community engagement process was overwhelmingly positive and confirmed that the key themes and priorities identified by the Committee aligned with the community's vision for the future of the Kalbar township. The consultation outcomes were presented back to the Committee, resulting in only minor amendments being made to the draft Master Plan.

Following consideration of the community feedback and final amendments, the Committee endorsed the Kalbar Town Centre Master Plan in May 2026 and recommended that it be presented to Council for adoption.

Budget / Financial Implications

The development of the Master Plan is contained within the 2025-2026 operational budget.

Allocations for projects contained within the Master Plans will be considered as part of future budget deliberations.

Strategic Implications

Corporate Plan 2025-2030

Council's Corporate Plan 2025-2030 outlines the organisation's Vision, Mission and Values. Council's Values are Service, Resilience, Respect, Commitment.

Strategic Goal: Connected Communities

Guiding Principle: Operational Efficiency

Legal / Statutory Implications

Not applicable.

Risks

Strategic Risks

The following Level 1 and Level 2 (strategic) risks are relevant to the matters considered in this report:

- SR43 Inadequate or ineffective planning, delivery and maintenance of infrastructure resulting in risk to public and staff safety and potential financial implications.

Risk Summary

Category	Explanation
Reputation, Community & Civic Leadership Recognise and value effective community engagement	Effective community engagement ensures Council partners with our community to enhance our lifestyles by delivering quality services, well managed growth, sound environmental outcomes, responsible business management and committed leadership.
Infrastructure, Assets & Service Delivery Adverse impacts due to non-delivery of identified infrastructure.	Failure to adequately plan for future infrastructure requirements may result in missed opportunities, uncoordinated investment, and an inability to deliver the infrastructure and community outcomes identified in the Master Plan.

Human Rights Implications

No human rights have been impacted by any actions recommended in this report.

Consultation

External

- Master Plan Committee members
- Broader Community Engagement

Internal

- Divisional Councillor
- Infrastructure Services Directorate
- Community Engagement team
- Strategic Planning team

Conclusion

The development of the Kalbar Town Centre Master Plan represents a collaborative effort between Council and the local community. The process has provided valuable insights into the aspirations and priorities of this community by its members and broader community, ensuring the Master Plan reflects the unique character and future vision for Kalbar.

Options

Option 1

That:

1. Council endorse the Kalbar Town Centre Master Plan and adopt the Master Plan as the strategic framework to guide the future development, enhancement, and revitalisation of the Kalbar township; and
2. Council consider the actions identified within the Kalbar Town Centre Master Plan as part of future budget deliberations, capital works programs, and external funding opportunities.

Option 2

That Council does not endorse the Kalbar Town Centre Master Plan.

DRAFT KALBAR TOWN CENTRE MASTER PLAN

SCENIC RIM

REGIONAL COUNCIL



ACKNOWLEDGEMENT OF CONTRIBUTION

We extend our sincere thanks to the Kalbar Town Centre Master Plan Committee members, community members, First Nation's community, local business, community organisations and stakeholders who generously contributed their time, ideas and lived experience to shape this town centre master plan. Your insights, stories and aspirations have been central to creating a plan that reflects the character, needs, and future vision for the town.

I would also like to sincerely thank the Council Project Team for their tireless efforts and their unwavering commitment to the Scenic Rim community. Their dedication has been instrumental in bringing this work together.

Councillor Duncan McInnes | Chair

Kalbar Town Centre Master Plan Committee and Divisional Councillor

EXECUTIVE SUMMARY	6
PART A - CONTEXT + ANALYSIS	7
Introduction	7
Methodology	9
Kalbar and it's people	9
Engagement Outcomes	12
Site Analysis	13
Access and Movement	15
Streets and Parking	16
PART B - VISION, THEMES + ACTIONS	18
Streets + parking	19
Connections	21
Community + spaces	23
Culture + heritage	25
Conservation + sustainability	27
Project summary	29
Material + Fixture Inspiration	31
Play + Art Inspiration	32
Supporting documents	33

ACKNOWLEDGEMENT OF COUNTRY

Scenic Rim Regional Council acknowledges the traditional country of the Mununjali, Wangerriburra, Migunberri and Ugarapul Peoples of the Scenic Rim. We recognise that the Scenic Rim continues to have connections to cultural, spiritual, environmental, and economic importance and respect connection to Country. We pay our respects to Elders past, present and emerging, acknowledging the important role Aboriginal and Torres Strait Islander Peoples play in shaping the future of our Region.

Version 0.6 | June 2026

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EXECUTIVE SUMMARY

Kalbar, nestled in the Scenic Rim, is a rural town proud of its farming roots and community spirit. As it grows, pressures like traffic and land use change threaten its character.

The local upgrades are woven into this Kalbar Town Centre Master Plan (referred to as master plan) through four clear principles. First, Uplift Heritage: protecting historic charm while blending it into new spaces. Second, Fun on Foot: better walking and cycling paths to key spots, boosting safety and health. Third, Access for All: upgraded roads and crossings for safer, easier movement. Fourth, Fostering a Scenic Community: creating inviting public spaces that celebrate rural life. Together, these steps ensure Kalbar grows sustainably, honouring its past while building a safe, connected, resilient future.

VISION

KALBAR IS A VIBRANT RURAL TOWN THAT CELEBRATES ITS HERITAGE, ENVIRONMENT, AND COMMUNITY SPIRIT. ITS CONNECTED PARKS AND STREETS SUPPORT DAILY LIFE, LOCAL EVENTS, AND A STRONG SENSE OF BELONGING.



The master plan is headlined by a vision of "Kalbar is a vibrant rural town that is celebrated through its heritage, environment, and community spirit. Its connected parks and streets support daily life, local events, and a strong sense of belonging."

This vision is supported by five themes:

- Streets + parking
- Connections
- Community + spaces
- Culture + heritage
- Conservation + sustainability

Under each of these themes is a suite of prioritised actions which have been developed to ensure Kalbar continues to be a great place to live and visit.

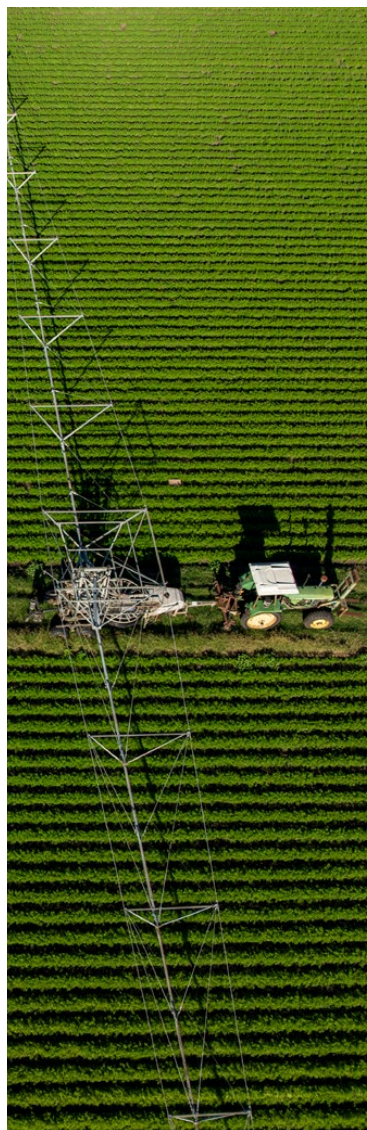
PART A - CONTEXT + ANALYSIS

INTRODUCTION

Kalbar is a town with deep roots, nestled in the productive farmland of the Scenic Rim. Originally known as Englesburg in the late 1800s, it was renamed Kalbar in 1916 and quickly became a vital service hub for local dairy farming and timber industries.

This heritage has shaped its identity, economy and the strong sense of community that still defines life here today. Over time, Kalbar has held its role as a rural centre while also growing into a destination in its own right. Visitors and locals alike are drawn to its tree lined main street, friendly local shops, and relaxed pace of life. Its location also makes it a natural gateway to the wider Scenic Rim, offering easy access to national parks, farms and scenic drives.

This master plan celebrates Kalbar's history through four design principles: Uplift Heritage, Fun on Foot, Access for All, and Scenic Community. It preserves character, improves walking and cycling, ensures safe movement, and creates welcoming spaces. The master plan supports local businesses, enhances public areas, and guides sustainable growth. Kalbar will remain vibrant, liveable and connected for residents to thrive and visitors to feel at home. Kalbar's future shines, honouring its traditions while being built for long-term resilience.





METHODOLOGY

The master plan follows a clear, community focused process designed to reflect local values and guide sustainable growth. It begins with site analysis. A detailed investigation of land use, heritage assets, transport links and environmental constraints is required to understand Kalbar’s character and challenges.

All guided by the four core principles: Uplift Heritage, Fun on Foot, Access for All, and Scenic Community. The final stage is to present the master plan to Scenic Rim Regional Council, outlining a priority program. This delivers a practical roadmap for sustainable investment, ensuring Kalbar’s unique identity is preserved and strengthened.

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KALBAR IS A VIBRANT RURAL TOWN THAT CELEBRATES ITS HERITAGE, ENVIRONMENT, AND COMMUNITY SPIRIT. ITS CONNECTED PARKS AND STREETS SUPPORT DAILY LIFE, LOCAL EVENTS, AND A STRONG SENSE OF BELONGING.

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This foundation underpins a robust community consultation phase, where input from the Kalbar Town Centre Master Plan Committee helped ensure that local insights and aspirations shaped the vision and strategic actions. Next, Design Concepts are developed. These ideas evolve into a master plan, which outlines practical improvements to public spaces, heritage protection, active transport and road safety.



PART A - CONTEXT + ANALYSIS

KALBAR AND ITS PEOPLE

Kalbar is a small but vibrant rural township nestled within the fertile and picturesque Fassifern Valley in Queensland’s Scenic Rim region. Surrounded by rolling hills, lush farmland, and sweeping views of the surrounding ranges, Kalbar offers a tranquil yet active lifestyle that reflects the character of rural Queensland. Its location makes it an ideal base for those seeking to enjoy the natural beauty of the Scenic Rim while still having access to essential services and community amenities.

.....

THE TOWN’S IDENTITY IS DEEPLY ROOTED (IN ITS GERMAN HERITAGE) WHICH CONTINUES TO SHAPE ITS CULTURAL LANDSCAPE.

.....

Many of Kalbar’s historic buildings, including the heritage-listed Wiss Emporium and Wiss House, stand as enduring symbols of its early settlement and architectural legacy. These sites, along with several historic churches and well preserved homes, contribute to a strong sense of place and community pride.

Visitors and locals alike are drawn to the town’s charming streetscape, where heritage buildings sit alongside modern cafes, art galleries, and boutique shops that reflect both tradition and contemporary flair.

Kalbar functions as a secondary commercial and service hub for the wider Scenic Rim region. It offers a practical range of facilities including a civic centre, a local primary school, a hotel, showgrounds, and numerous parks and gardens that provide green spaces for recreation and relaxation. The town’s shopping facilities cater to everyday needs, while its growing café and dining scene offers visitors a taste of local produce and hospitality. This blend of practical services and cultural charm makes Kalbar a welcoming destination for both permanent residents and tourists.

.....

ONE OF THE TOWN’S MOST ANTICIPATED EVENTS IS THE KALBAR SHOW, WHICH BEGAN IN 1926 AS A MODEST CALF SHOW AND HAS SINCE GROWN INTO A MAJOR REGIONAL EVENT. HELD ANNUALLY, THE SHOW BRINGS TOGETHER FARMERS, ARTISANS, FOOD PRODUCERS, AND FAMILIES FROM ACROSS THE SCENIC RIM.

.....



Visitors can explore displays of local wines, olives, and gourmet cheeses, as well as enjoy the lively atmosphere of sideshow alley, amusement rides, and food stalls offering everything from classic show favourites to gourmet treats.

The Kalbar Show is more than just an agricultural fair; it is a celebration of community, resilience, and the character of rural Queensland.

Under the Scenic Rim Growth Management Strategy 2041, Kalbar is recognised as a strategically important area for future planning and development!¹ Serving as a key starting point for town centre master planning efforts that aim to support sustainable growth while preserving its unique heritage and natural environment.

.....

THE TOWN'S EXISTING INFRASTRUCTURE, COMMUNITY SPIRIT, AND REGIONAL SIGNIFICANCE MAKE IT WELL PLACED TO ADAPT TO FUTURE NEEDS WITHOUT COMPROMISING ITS RURAL CHARACTER.

.....

In summary, Kalbar is a town that balances tradition with progress. Its rich history, strong community ties, and beautiful setting make it a standout location within the Scenic Rim. As planning efforts move forward, Kalbar's future will be shaped by its ability to honour its past while embracing opportunities for thoughtful, sustainable growth.

¹Scenic Rim Regional Council, Scenic Rim Growth Management Strategy 2041, November 2022. Available at: https://www.scenicrim.qld.gov.au/files/assets/public/v1/planning-and-permits/scenic-rim-growth-management-strategy-2041/documents/web___scenic_rim_growth_management_strategy_2041___november_2022.pdf



KALBAR TOWN CENTRE MASTER PLAN | 11

PART A - CONTEXT + ANALYSIS

ENGAGEMENT OUTCOMES

Process

Community committee consultation has been central to shaping the Kalbar Town Centre Master Plan, ensuring local voices guide the town's future.

The Kalbar Town Centre Master Plan Committee members identified opportunities to strengthen heritage and identity, improve planning and infrastructure, and expand community recreation spaces such as parks, trails, and play areas. There was also strong support for responsible development that balances business growth with Kalbar's rural character.

Key concerns included traffic and pedestrian safety, limited bus stops and crossings, and pressure from conflicting land uses. The community also highlighted the need to address environmental and heritage constraints, along with clearer approaches to zoning.

To manage anticipated population growth across the short, medium and long term (2 to 20 years), the master plan adopts a clear, staged approach.

*TIMING

The master plan timing reflects the priority of each project, categorised as short, medium, or long term. As a general guide: short-term projects are expected to occur within 2-4 years, medium-term projects within 4-10 years, and long-term projects within 10-20 years. These timeframes are indicative only.

Key Outcomes

The following key outcomes have emerged as a result of the engagement process:

1. **Roads and traffic:** for example, Welge Street to become one way.
2. **Parking and access:** additional parking near civic areas, allowing connections to key destinations.
3. **Connectivity:** extend roadside footpaths and create recreational pathways to increase access through the village.
4. **Amenity and comfort:** upgrade to existing and new shade trees, seating, bubblers, and accessible public toilets.
5. **Recreational and biodiversity:** form a recreation zone through salt marsh gully flood zone, as a public open space asset.
6. **Upgrade park infrastructure:** skate park enhancements, multipurpose courts, social seating.
7. **Heritage and identity:** preserve and celebrate character and German heritage.
8. **Wayfinding (i.e. entry signage and story markers):** entry signage, trees, and paving to slow vehicles and announce township.
9. **Investigate actions for improving pedestrian safety:** around George and Edward Street.

PART A - CONTEXT + ANALYSIS

SITE ANALYSIS

Kalbar sits on the expansive plains of the Scenic Rim where its identity is defined by open flat topography and its central role within a productive agricultural landscape. Unlike towns nestled in valleys, Kalbar's setting offers broad rural views and a sense of space that is fundamental to its character. The site analysis, presented here illustrated by the accompanying land use map confirms that while the flat terrain provides opportunities for straightforward connectivity and development, it also demands careful consideration of stormwater management, flood mitigation and the preservation of the town's defining rural edge.

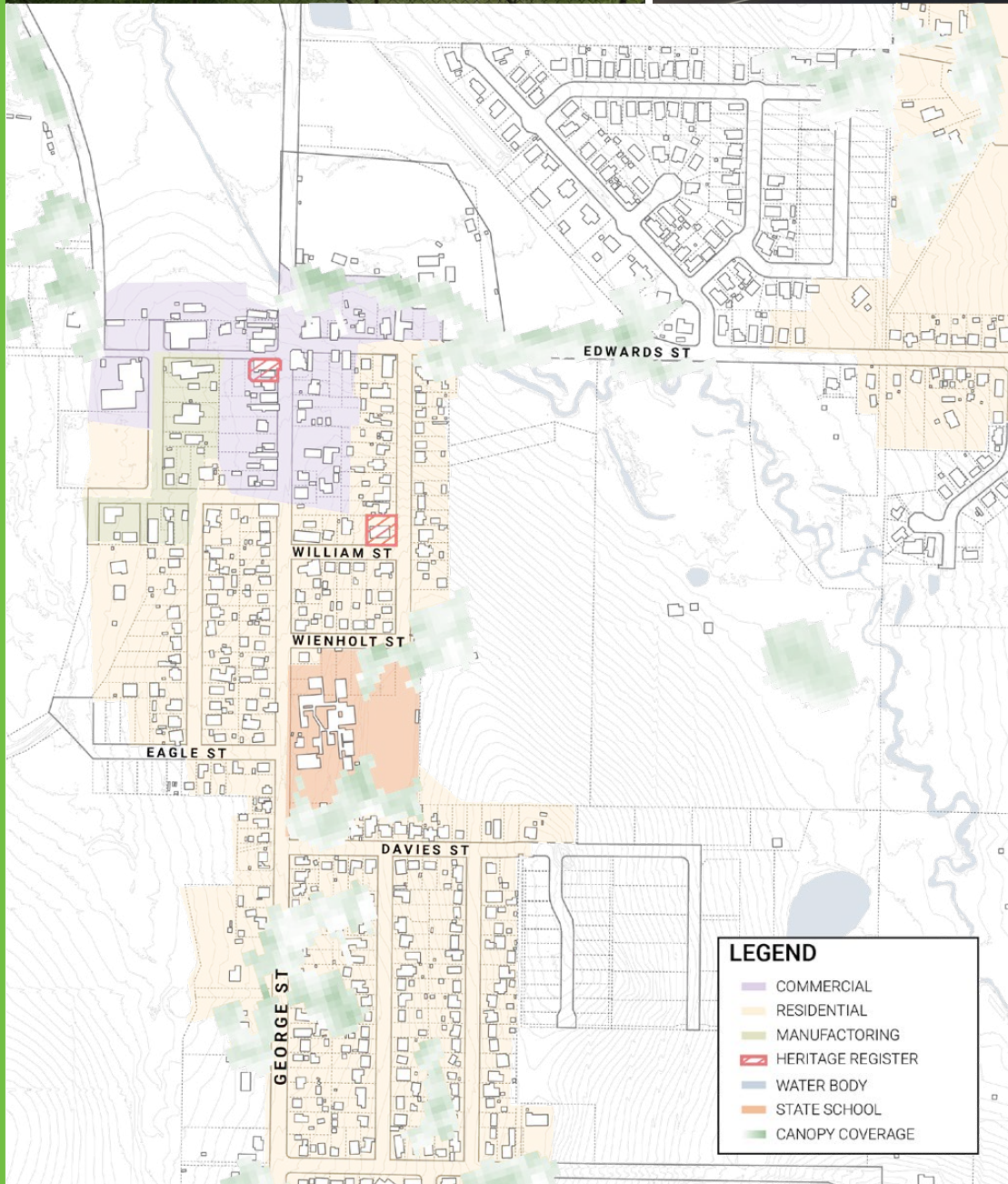
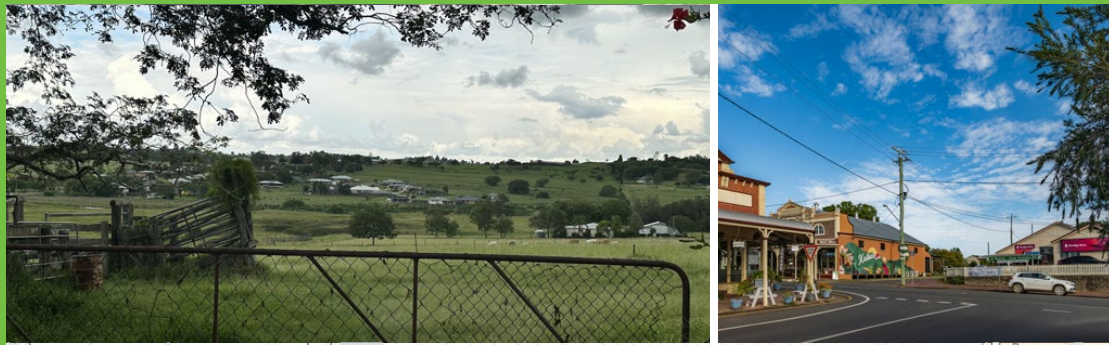
The diagram visually maps the current land use patterns across Kalbar. The central commercial core highlighted in purple clusters along the main thoroughfare, forming the heart of daily activity. Surrounding this are residential zones shown in pale yellow which extend outward into the surrounding farmland. Notably the orange shaded area identifies the State School a vital community anchor positioned near the town centre. The red outlines indicate buildings listed on the Heritage Register, emphasising the importance of preserving Kalbar's historic fabric. A blue shaded area represents a water body, which flows along the town and serves as both an ecological asset and a potential flood risk during heavy rainfall events. The green shading indicates canopy coverage revealing areas of mature tree planting that contribute significantly to the town's amenity and environmental health. Understanding this physical context is essential for guiding future development.

The clear boundary between the urban footprint and the surrounding farmland is fundamental. It ensures that growth remains contained, respectful of the agricultural landscape and does not encroach upon the open spaces that define Kalbar's rural charm.

The diagram also reveals a strategic opportunity: the alignment of key community assets along a north-south axis anchored by the school to the south and the commercial core to the north. This linear arrangement creates a natural spine for pedestrian and cycling connections, supporting the Fun on Foot design principle. Future interventions should focus on strengthening this corridor with safer, more attractive paths and improved crossings.

Equally important is the need to manage environmental risks. The flat topography, while advantageous for development presents challenges for drainage. The presence of the water body on the map highlights the necessity for proactive stormwater management strategies. The heritage sites marked in red represent another critical layer of the site analysis. These buildings are visible links to Kalbar's past and must be integrated into any future planning. The Uplifting Heritage principle calls for these structures to be preserved and celebrated, perhaps through adaptive reuse or interpretive signage.

Finally the diagram illustrates the importance of canopy coverage. The green shading shows where existing trees provide shade, reduce heat island effects and enhance the visual appeal of streets and parks. Future development should aim to maintain and expand this canopy particularly along key routes and in public spaces.



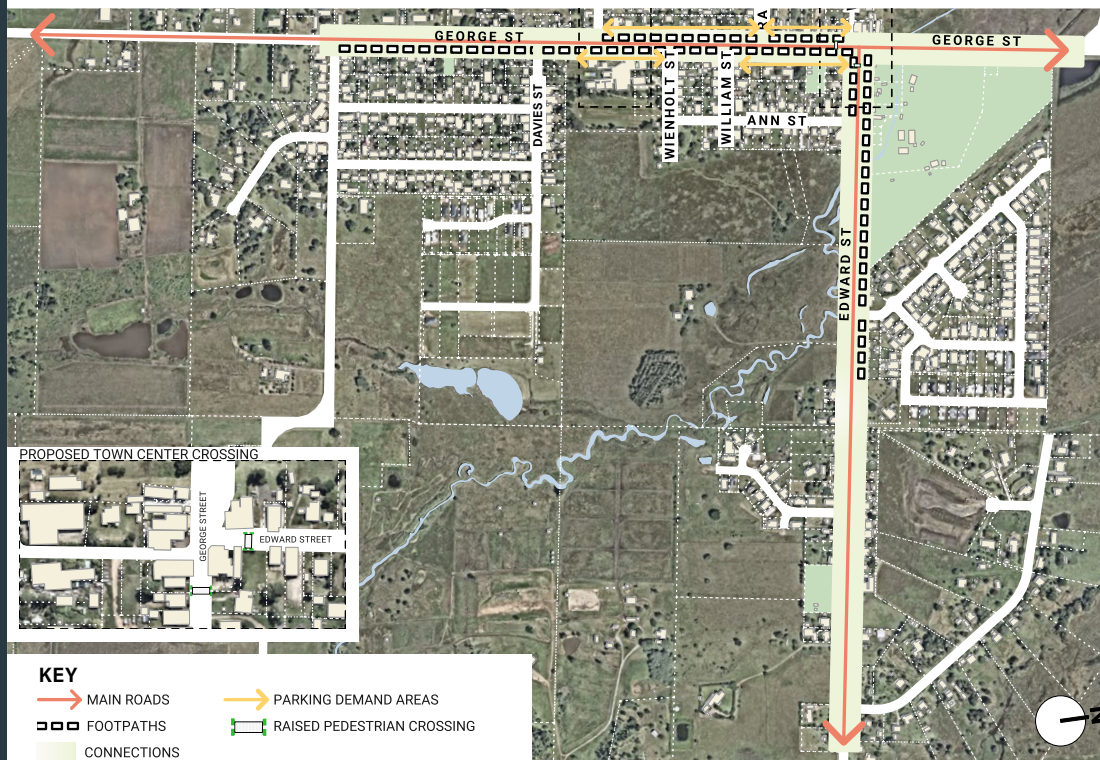
PART A - CONTEXT + ANALYSIS

ACCESS AND MOVEMENT

Kalbar's movement network centres on George and Edward Street, the primary road linking key destinations including the State School, Kalbar Park, the Kalbar Showgrounds, and the town centre.

As shown in the accompanying diagram, this corridor carries most vehicle traffic but currently lacks safe and continuous pedestrian infrastructure. Footpaths are often narrow or absent, and formal crossings, especially between the school and town centre which are limited, creating barriers for children and older residents with mobility needs. The diagram highlights areas of high parking through locating dedicated footpath in the town.

The demand near the Kalbar Showgrounds and Kalbar Park, suggesting a need for improved on-street parking solutions that do not compromise walkability or streetscape quality. Potential angled parking zones, as indicated, could increase capacity while maintaining a rural character. The Scenic Rim Integrated Transport Plan 2025 recommends targeted upgrades to George Street and adjacent roads, including pedestrian crossings, traffic calming, and footpath extensions. The master plan supports these measures and adopts a "movement and place" approach in the town centre—balancing vehicle access with pedestrian safety and public space amenity.



PART A - CONTEXT + ANALYSIS

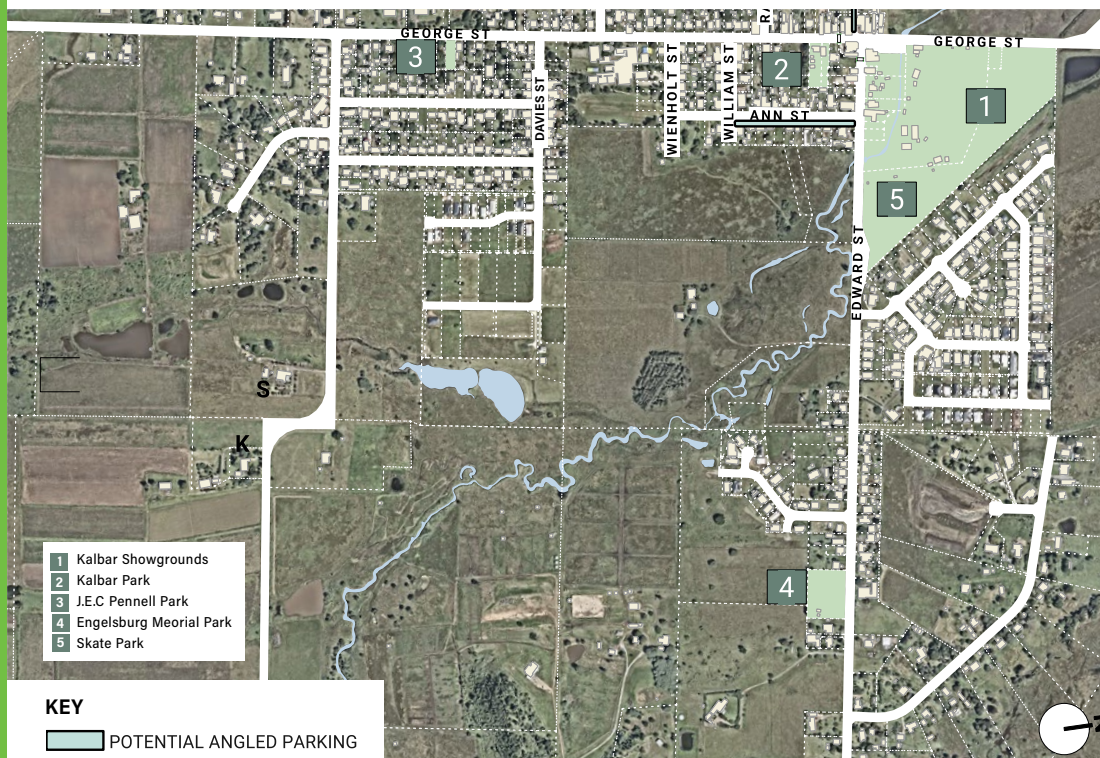
STREETS AND PARKS

Kalbar's movement network is centered around George Street, the main route linking the town centre with key destinations such as Kalbar Park, the State School, and the Kalbar Showgrounds. The surrounding streets and parks form an important part of the town's connectivity, offering opportunities to enhance access for residents and visitors moving between these community spaces.

The diagram also identifies areas for potential parking.

The Kalbar town centre and Kalbar Showgrounds require more parking to match projected growth. These areas require improved on street parking solutions that do not compromise walkability or streetscape quality. Potential angled car parking zones, as indicated, offer a practical way to increase capacity while preserving the town's rural character.

The Scenic Rim Integrated Transport Plan 2025 recommends targeted upgrades to George Street, including dedicated pedestrian crossings, reduced vehicle speeds in the town centre, and continuous footpath networks.







PART B - VISION, THEMES + ACTIONS

VISION

KALBAR IS A VIBRANT RURAL TOWN THAT CELEBRATES ITS HERITAGE, ENVIRONMENT, AND COMMUNITY SPIRIT. ITS CONNECTED PARKS AND STREETS SUPPORT DAILY LIFE, LOCAL EVENTS, AND A STRONG SENSE OF BELONGING.

THEMES

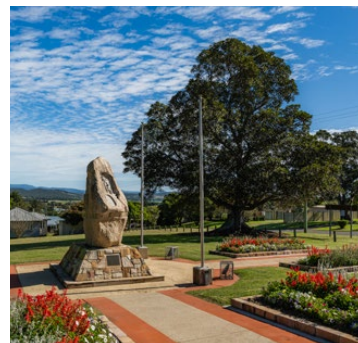
Streets + parking

Connections

Community + spaces

Culture + heritage

Conservation + sustainability



1. STREETS + PARKING

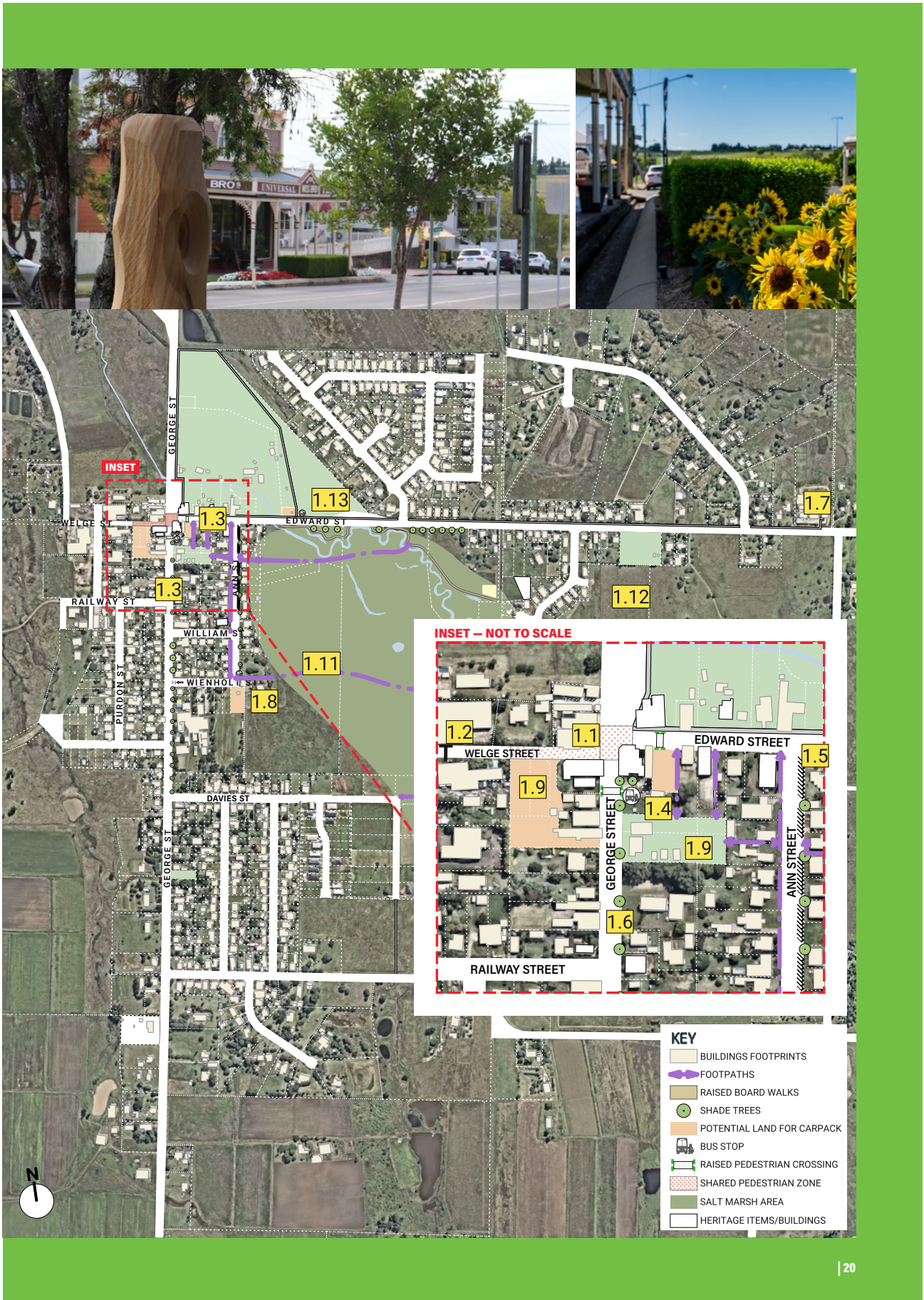
CONTINUED INVESTMENT IN KALBAR’S STREETS AND PARKING FOR IMPROVED AMENITY AND SAFETY FOR RESIDENTS AND VISITORS

1.0 STREETS + PARKING

Action	*Timing
1.1 Consider potential paving treatment at the intersection of George and Edward Street, to slow traffic.	Short
1.2 Investigate Welge Street to be one way, westbound (away from the town centre). With additional footpaths and concrete kerbs.	Short
1.3 Investigate linemarking for parking along George and Edward Street.	Short
1.4 Investigate option to change location of bus stops along George Street.	Short
1.5 Investigate upgrading Ann Street with angled parking and concrete footpath.	Medium
1.6 Investigate option to extend shade trees along George, Edward, and Anne Street, away from power lines with potential build-outs for example extension of footpath or verge.	Short
1.7 Investigate opportunity to extend the footpath on Edward Street to the east, terminating at the beginning of Teviotville Road.	Short
1.8 Investigate Wienholt Street as one way with bus parking and drop off zone beside the school.	Medium
1.9 Investigate parking formalisation for land behind The Emporium Kalbar, and the Salvation Army.	Medium
1.10 Consider sealing and upgrading Stibbe Road and extend to Wagner Road	Long
1.11 Investigate potential connection from Gilmour Terrace to Weinholt Street.	Long
1.12 Investigate potential connection from Davies Street to Pennell Street and Gilmour Terrace.	Long
1.13 Investigate opportunity to include public parking within the Kalbar Showgrounds to the east of the skate park.	Medium
1.14 Investigate consistent paving opportunities through main town centre footpath.	Medium

***TIMING**

The master plan timing reflects the priority of each project, categorised as short, medium, or long term. As a general guide: short-term projects are expected to occur within 2–4 years, medium-term projects within 4–10 years, and long-term projects within 10–20 years. These timeframes are indicative only.



2. CONNECTIONS

PROVIDE INFRASTRUCTURE WHICH ENABLES AND ENCOURAGES MORE WALKING AND CYCLING TRIPS FOR ALL

2.0 CONNECTIONS

Action	*Timing
2.1 Investigate opportunity to install foot paths through Kalbar Showground and along the top of George Street.	Short
2.2 Investigate opportunities for a pedestrian connection from Ann Street to Kalbar Park to the west, and the proposed salt marsh walkway to the east.	Medium
2.3 Investigate potential active transport connection from Engelsburg Park to Gilmour Terrace (or the proposed salt marsh walkway nearby).	Short
2.4 Investigate potential active transport connection from Gilmour Terrace to Kalbar school.	Medium

***TIMING**

The master plan timing reflects the priority of each project, categorised as short, medium, or long term. As a general guide: short-term projects are expected to occur within 2-4 years, medium-term projects within 4-10 years, and long-term projects within 10-20 years. These timeframes are indicative only.



3. COMMUNITY + SPACES

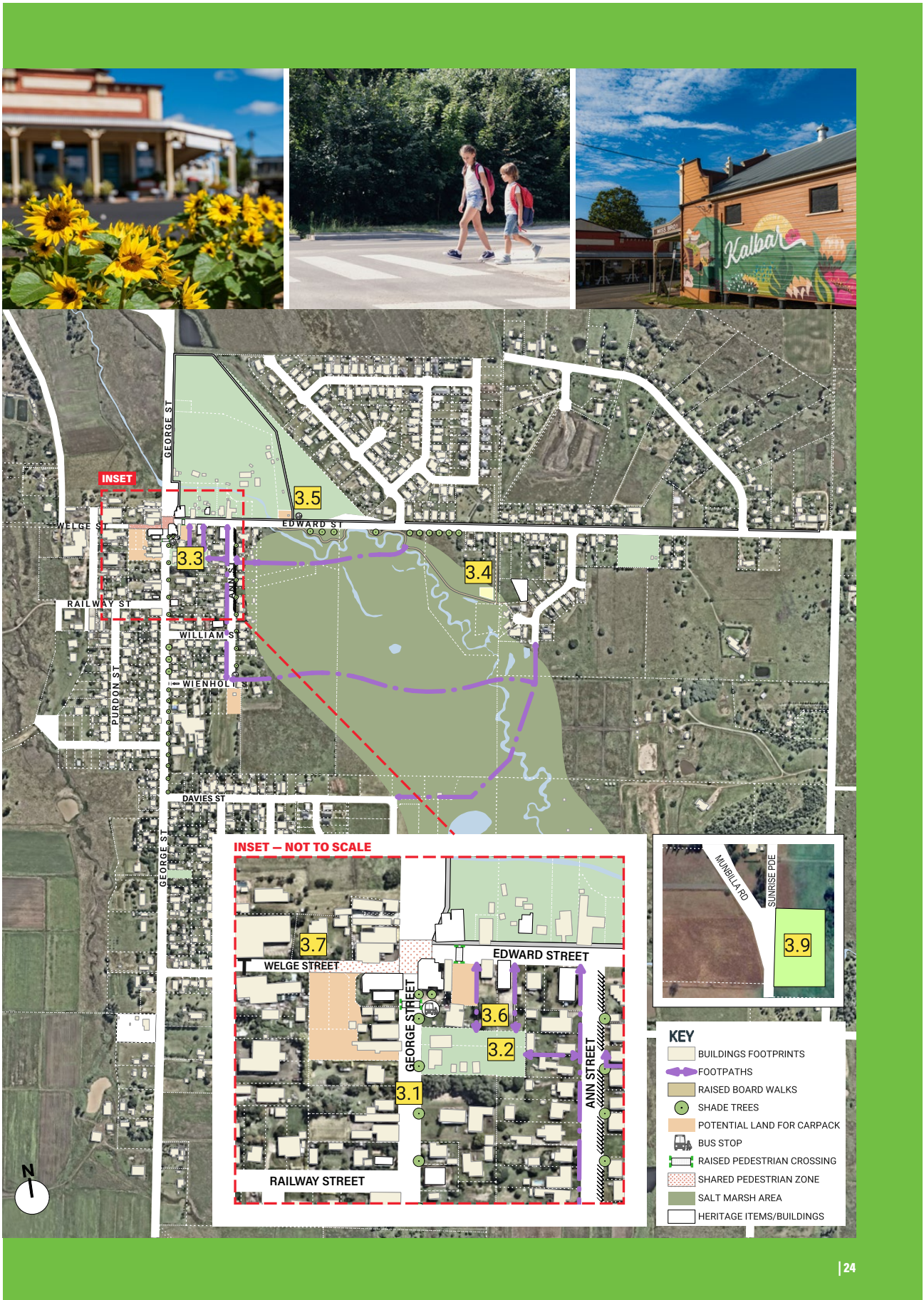
A STRATEGIC APPROACH TO PROVIDING HIGH QUALITY PUBLIC SPACES AND COMMUNITY INFRASTRUCTURE

3.0 COMMUNITY + SPACES

Action	*Timing
3.1 Investigate option to add additional bench seats under street trees along George and Edward Streets, along route of heritage walk.	Medium
3.2 Investigate upgrading Kalbar Park amenities, including accessible facilities. (for example, public toilets)	Short
3.3 Investigate upgrading the multi-use courts at Kalbar Park with resurfacing and multigoals. Investigate option to create pickleball courts.	Medium
3.4 Consider outdoor fitness equipment along the proposed salt marsh gully walk or in the proposed enlarged Kalbar Park.	Medium
3.5 Explore option to include new amenities at Kalbar Skate Park.	Medium
3.6 Consider purchasing land adjacent to Kalbar Park for a larger more functional recreational park and parking.	Short
3.7 Consider rezoning to extend the business zone to the northern side of Welge Street.	Medium
3.8 Consider new name for Kalbar Park.	Long
3.9 Investigate constructing a lookout at the intersection of Munbilla Road and Sunrise Parade.	Long

*TIMING

The master plan timing reflects the priority of each project, categorised as short, medium, or long term. As a general guide: short-term projects are expected to occur within 2–4 years, medium-term projects within 4–10 years, and long-term projects within 10–20 years. These timeframes are indicative only.



4. CULTURE + HERITAGE

CELEBRATE THE REGIONS HERITAGE IN STRATEGIC LOCATIONS SUCH AS THE TOWN CENTRE

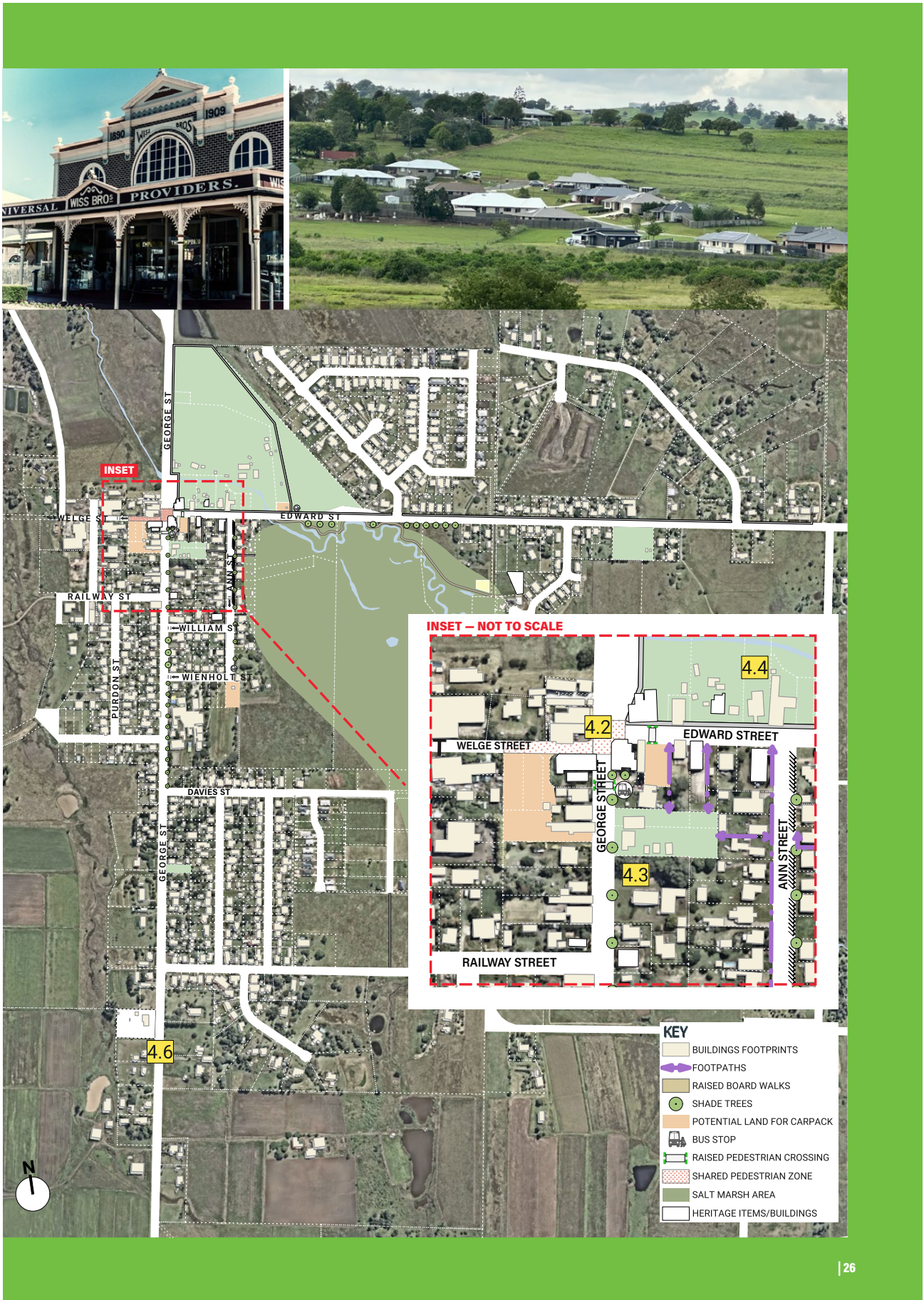
4.0 CULTURE + HERITAGE

Action	*Timing
4.1 Investigate heritage protection on existing character buildings or create a scenic protection area for the whole town centre.	Short
4.2 Explore options to incorporate a star motif into the town to celebrate Kalbar’s First Nations name meaning ‘bright/star’.	Short
4.3 Investigate opportunities to create public art to celebrate the town’s German and First Nations heritage.	Long
4.4 Consider public art and wayfinding (i.e. signage) improvements to celebrate the town’s rural identity (dairy farming/agricultural) heritage.	Long
4.5 Investigate an option for a lookout at the intersection between Sunshine Parade and Munbilla Road.	Long
4.6 Consider town entrance planting along George Street to reduce vehicle speed.	Medium
4.7 Investigate opportunity to develop Kalbar Town Centre Style Guide.	Medium

***TIMING**

The master plan timing reflects the priority of each project, categorised as short, medium, or long term. As a general guide: short-term projects are expected to occur within 2-4 years, medium-term projects within 4-10 years, and long-term projects within 10-20 years. These timeframes are indicative only.

Page 24 top left: Photograph courtesy of The Emporium Kalbar. Photography by Chris Bonner Photography.



5. CONSERVATION + SUSTAINABILITY

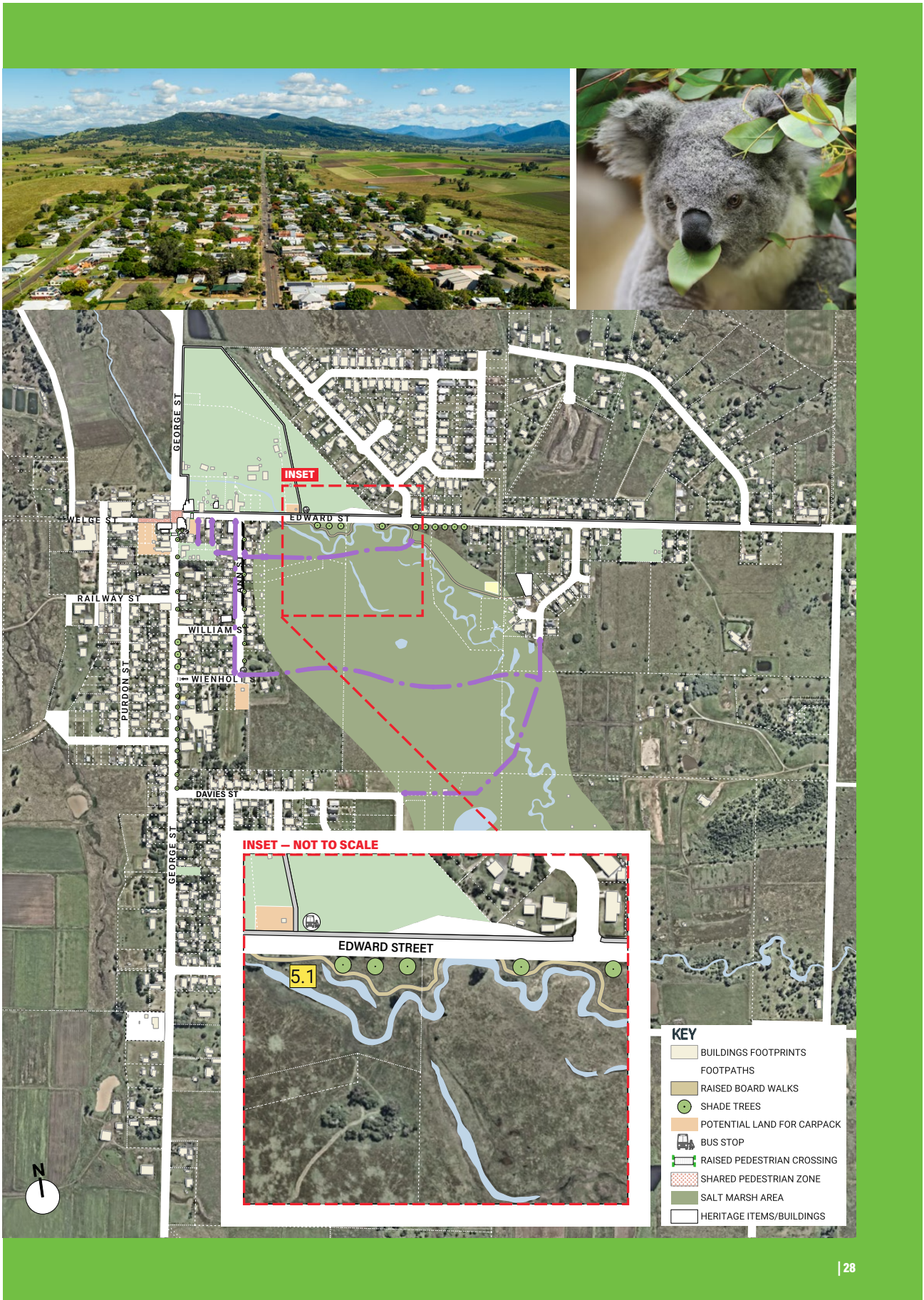
CONTINUE TO PROTECT AND EMBELLISH THE REGION'S NATURAL ENVIRONMENT AND BIODIVERSITY

5.0 CONSERVATION + SUSTAINABILITY

Action	*Timing
5.1 Investigate opportunities to establish a biodiversity/recreation reserve through salt marsh gully with a pedestrian walkway along the creek from Gilmour Terrace to Edward Street then Kalbar Skate Park adjacent the Kalbar Showground to George Street at the rear of the Royal Hotel Kalbar.	Long
5.2 Explore opportunities to incorporate educational signage to celebrate the local fauna and flora.	Medium
5.3 Investigate opportunity to preserve the open vista on Kalbar's western outlook.	Medium

*TIMING

The master plan timing reflects the priority of each project, categorised as short, medium, or long term. As a general guide: short-term projects are expected to occur within 2-4 years, medium-term projects within 4-10 years, and long-term projects within 10-20 years. These timeframes are indicative only.



1.0 STREETS + PARKING

Action	*Timing
1.1 Consider potential paving treatment at the intersection of George and Edward Street, to slow traffic.	Short
1.2 Investigate Welge Street to be one way, westbound (away from the town centre). With additional footpaths and concrete kerbs.	Short
1.3 Investigate linemarking for parking along George and Edward Street.	Short
1.4 Investigate option to change location of bus stops along George Street.	Short
1.5 Investigate upgrading Ann Street with angled parking and concrete footpath.	Medium
1.6 Investigate option to extend shade trees along George, Edward, and Anne Street, away from power lines with potential build-outs for example extension of footpath or verge.	Short
1.7 Investigate opportunity to extend the footpath on Edward Street to the east, terminating at the beginning of Teviotville Road.	Short
1.8 Investigate Wienholt Street as one way with bus parking and drop off zone beside the school.	Medium
1.9 Investigate parking formalisation for land behind The Emporium Kalbar, Salvation Army.	Medium
1.10 Consider sealing and upgrading Stibbe Road and extend to Wagner Road.	Long
1.11 Investigate potential connection from Gilmour Terrace to Weinholt Street.	Long
1.12 Investigate potential connection from Davies Street to Pennell Street and Gilmour Terrace.	Long
1.13 Investigate opportunity to include public parking within the Kalbar Showgrounds to the east of the skate park.	Medium
1.14 Investigate consistent paving opportunities through main town centre footpath.	Medium

2.0 CONNECTIONS

Action	*Timing
2.1 Investigate opportunity to install foot paths through Kalbar Showground and along the top of George Street.	Short
2.2 Investigate opportunities for a pedestrian connection from Ann Street to Kalbar Park to the west, and the proposed salt marsh walkway to the east.	Short
2.3 Investigate potential active transport connection from Engelsburg Park to Gilmour Terrace (or the proposed salt marsh walkway nearby).	Short
2.4 Investigate potential active transport connection from Gilmour Terrace to Kalbar school.	Medium

3.0 COMMUNITY + SPACES

Action	*Timing
3.1 Investigate option to add additional bench seats under street trees along George and Edward Streets, along route of heritage walk.	Medium
3.2 Investigate upgrading Kalbar Park amenities, including accessible facilities. (for example, public toilets)	Short
3.3 Investigate upgrading the multi-use courts at Kalbar Park with resurfacing and multigoals. Investigate options to create pickleball courts.	Medium
3.4 Consider outdoor fitness equipment along the proposed salt marsh gully walk or in the proposed enlarged Kalbar Park.	Medium
3.5 Explore option to include new amenities at Kalbar Skate Park.	Medium
3.6 Consider purchasing land adjacent to Kalbar Park for a larger, more functional recreational park and parking.	Short
3.7 Consider rezoning to extend the business zone to the northern side of Welge Street.	Medium
3.8 Consider new name for Kalbar Park.	Long
3.9 Investigate constructing a lookout at the intersection of Munbilla Road and Sunrise Parade.	Long

4.0 CULTURE + HERITAGE

Action	*Timing
4.1 Investigate heritage protection on existing character buildings or create a scenic protection area for the whole town centre.	Short
4.2 Explore options to incorporate a star motif into the town to celebrate Kalbar's First Nations name meaning 'bright/star'.	Short
4.3 Investigate opportunities to create public art to celebrate the town's German and First Nations heritage.	Long
4.4 Consider public art and wayfinding (i.e. signage) improvements to celebrate the town's rural identity (dairy farming/agricultural) heritage.	Long
4.5 Investigate an option for a lookout at the intersection between Sunshine Parade and Munbilla Road.	Long
4.6 Consider gateway planting along George Street to reduce vehicle speed.	Medium
4.7 Investigate opportunity to develop Kalbar Town Centre Style Guide	Medium

5.0 CONSERVATION + SUSTAINABILITY

Action	*Timing
5.1 Investigate opportunities to establish a biodiversity/recreation reserve through salt marsh gully with a pedestrian walkway along the creek from Gilmour Terrace to Edward Street then Kalbar Skate Park adjacent the Kalbar Showground to George Street at the rear of the Royal Hotel Kalbar.	Long
5.2 Explore opportunities to incorporate educational signage to celebrate the local fauna and flora.	Medium
5.3 Investigate opportunity to preserve the open vista on Kalbar's western outlook.	Medium

MATERIAL + FIXTURE INSPIRATION

This section explores the proposed style of public furniture and fixtures for the master plan, focusing on pieces that are functional, beautiful, and intrinsically linked to the town's identity. The selections are intended to transform public spaces into interactive and engaging environments that foster community connection and celebrate Kalbar's distinct sense of place.

.....
THE VISION IS TO CREATE A COHESIVE STREETScape WHERE EVERY BENCH, SCULPTURE, AND INSTALLATION FEELS AS THOUGH IT BELONGS UNIQUELY TO KALBAR, TELLING A STORY OF ITS COMMUNITY, ITS LANDSCAPE, AND ITS FUTURE.

This approach aims to support a vibrant community life by creating not just utilities, but accessible landmarks that encourage gathering, reflection, and a shared pride of place, seamlessly blending with the daily life of the town.



Figure 1: Example of timber bollards for proposed street fixtures

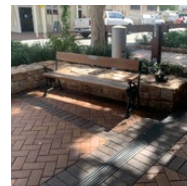


Figure 2: Example of brick paving

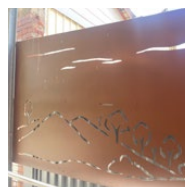


Figure 3: Example of corton steel used as proposed street fixtures



Figure 4: Example of regular stone pavers



Figure 5: Example of corton steel used as proposed street fixtures



Figure 6: Example of proposed wooden wayfinding signage

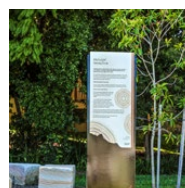


Figure 7: Example of signage providing education while contributing to the streetscape

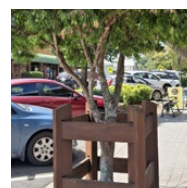


Figure 8: Example of wooden tree protection used for functional and streetscape enhancing purposes

PLAY+ ART INSPIRATION

This section introduces the vision for public art and play elements within the master plan, drawing direct inspiration from the town’s rich agricultural heritage and its calm, natural setting.

THE GOAL IS TO CREATE ENGAGING, INTERACTIVE, AND WHIMSICAL PUBLIC SPACES THAT CELEBRATE KALBAR’S UNIQUE RURAL CHARACTER AND FOSTER A STRONG SENSE OF COMMUNITY IDENTITY.

The proposed sculptures and play pieces celebrating Kalbar’s rural heritage with farm animals and locally significant motifs—are intended to forge a tangible connection to Kalbar’s history. This approach transforms the streetscape into a dynamic canvas for storytelling, creating memorable landmarks that spark joy, encourage play, and provide gathering points for residents and visitors of all ages.

These features will make the public spaces not just useful but also meaningful, helping the town’s story become part of everyday life.



Figure 9: Example of public art inspired by Kalbar Sunflower Festival

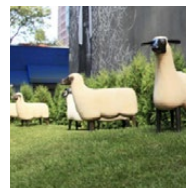


Figure 10: Example of agricultural inspired public art



Figure 11: Example of agricultural inspired public art



Figure 12: Example of animal inspired play equipment such as timber horse toy



Figure 13: Example of agricultural inspired public art



Figure 14: Example of street signage



Figure 15: Example of rural inspired street furniture, horse hitching post



Figure 16: Example of star plaque

SUPPORTING DOCUMENTS

- Scenic Rim Growth Management Strategy 2041
- Scenic Rim Integrated Transport Plan 2025-2035

Version	Date	Description of Change	Author	Approved by	Review date
0.5	May 2026	Inclusion of community consultation feedback and Committee feedback.	Complete Urban		
0.6	May 2026	Version endorsed		Endorsed by Kalbar Town Centre Masterplan Committee	



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11.2 Kooralbyn Town Centre Master Plan

Executive Officer: Director Infrastructure Services

Item Author: Coordinator Asset Management /
Acting Manager Transport and Assets

Attachments:

1. Kooralbyn Town Centre Master Plan [↓](#) 

Councillor Portfolio / Representation

Transportation and Infrastructure - Cr Duncan McInnes

Local Government Area Division

This report relates to Division 3.

Executive Summary

Council established Master Plan Committees for the community of Kooralbyn. Participants were selected through an expression of interest process, with key community representatives invited to contribute to the development of the master plan.

The Committee met on several occasions to provide input and guidance, resulting in the preparation of a draft Master Plan for the community. Broader community engagement was undertaken, with feedback received demonstrating strong support for the proposed vision, themes, and priorities.

With only minor amendments required, the final Kooralbyn Town Centre Master Plan ("Master Plan") was endorsed by the Committee and is now presented to Council for consideration and adoption as the strategic framework to guide future infrastructure, cultural, community, environmental and town centre improvements within Kooralbyn.

Recommendation

That:

1. Council endorse the Kooralbyn Town Centre Master Plan and adopt the Master Plan as the strategic framework to guide the future development, enhancement, and revitalisation of the Kooralbyn township; and
2. Council consider the actions identified within the Kooralbyn Town Centre Master Plan as part of future budget deliberations, capital works programs, and external funding opportunities.

Previous Council Considerations / Resolutions

At the Ordinary Meeting held on 29 January 2026 (Item 11.12), it was resolved that:

1. Council endorse the draft Kalbar Town Centre Master Plan for the purpose of community consultation; and
2. Council endorse the draft Kooralbyn Town Centre Master Plan for the purpose of community consultation.

At the Ordinary Meeting held on 29 January 2025 (Item 11.3), it was resolved that:

1. Council endorse the formation of the Canungra Master Plan Committee and confirm the membership of the Committee;
2. Council endorse the formation of the Kalbar Master Plan Committee and confirm the membership of the Committee;
3. Council endorse the formation of the Kooralbyn Master Plan Committee and confirm the membership of the Committee;
4. Council authorise the Chief Executive Officer to draft Terms of Reference for adoption at the inaugural meeting of each of the three Master Plan Committees; and
5. Council authorise the Chief Executive Officer to commence engagement with the interested community members as soon as practicable.

Report / Background

In January 2025, Council endorsed the establishment of Master Plan Committee for Kooralbyn. An expression of interest process was undertaken within each community to determine committee membership. Key community representatives were subsequently selected to participate on each committee.

The key purpose and objectives of the Master Plan Committee are to provide strategic input into the development of the Master Plan by offering local knowledge, identifying opportunities and challenges, and advising on community priorities. This input will inform the vision, goals, and key actions of the Master Plans to ensure they reflect the needs, values, and aspirations of each community. While the Committee does not have decision-making authority, their contributions will support more informed, inclusive, and effective planning outcomes.

The objectives of the Master Plan Committees are:

- To provide input on the vision, goals, and priorities of the Master Plan, ensuring they reflect the aspirations and needs of the local community.
- To share local knowledge and insights to inform planning decisions, identify community strengths, and highlight emerging issues or challenges.
- To represent a broad cross-section of community perspectives, ensuring diverse voices are heard and considered throughout the planning process; and
- To advise on initiatives, infrastructure, or services that may enhance community wellbeing, connectivity, resilience, and liveability.

The Committee meetings commenced in May 2025, with the initial sessions held within each of the respective communities. Council engaged suitably qualified consultants to facilitate these workshops and to develop the Master Plan for each area. The Committee members have worked collaboratively, demonstrating a shared commitment to enhancing their respective communities.

Common themes emerged across the different communities and are reflected within each of the respective Community Master Plans:

1. Streets and Parking - Continued investment in infrastructure for improved safety and connectivity for residents and visitors;
2. Connections - Provide infrastructure which enables and encourages walking and cycling;
3. Community Spaces - Strategic Approach to providing high quality and required community infrastructure;
4. Culture and Heritage - Celebrate the communities heritage in strategic locations; and
5. Conservation and Sustainability - Conting to protect and embellish the communities natural environment.

The draft Master Plan was developed through these workshops and was subsequently released for broader community engagement in March 2026.

Feedback received during the community engagement process was overwhelmingly positive and confirmed that the key themes and priorities identified by the Committee aligned with the community's vision for the future of the Kooralbyn township. The consultation outcomes were presented back to the Committee, resulting in only minor amendments being made to the draft Master Plan.

Following consideration of the community feedback and final amendments, the Committee endorsed the Kooralbyn Town Centre Master Plan in May 2026 and recommended that it be presented to Council for adoption.

Budget / Financial Implications

The development of the Master Plan is contained within the 2025-2026 operational budget.

Allocations for projects contained within the Master Plans will be considered as part of future budget deliberations.

The Kooralbyn Master Plan has been partially grant funded through the Queensland Government Local Government Grants and Subsidies Program.

Strategic Implications

Corporate Plan 2025-2030

Council's Corporate Plan 2025-2030 outlines the organisation's Vision, Mission and Values. Council's Values are Service, Resilience, Respect, Commitment.

Strategic Goal: Connected Communities

Guiding Principle: Operational Efficiency

Legal / Statutory Implications

Not applicable.

Risks

Strategic Risks

The following Level 1 and Level 2 (strategic) risks are relevant to the matters considered in this report:

SR43 Inadequate or ineffective planning, delivery and maintenance of infrastructure resulting in risk to public and staff safety and potential financial implications.

Risk Summary

Category	Explanation
Reputation, Community & Civic Leadership Recognise and value effective community engagement	Effective community engagement ensures Council partners with our community to enhance our lifestyles by delivering quality services, well managed growth, sound environmental outcomes, responsible business management and committed leadership.
Infrastructure, Assets & Service Delivery Adverse impacts due to non-delivery of identified infrastructure.	Failure to adequately plan for future infrastructure requirements may result in missed opportunities, uncoordinated investment, and an inability to deliver the infrastructure and community outcomes identified in the Master Plan.

Human Rights Implications

No human rights have been impacted by any actions recommended in this report.

Consultation

External

Master Plan Committee members
 Broader Community Engagement

Internal

- Divisional Councillor
- Infrastructure Services Directorate
- Community Engagement team
- Strategic Planning team

Conclusion

The development of the Kooralbyn Town Centre Master Plan represents a collaborative effort between Council and the local community. The process has provided valuable insights into the aspirations and priorities of this community by its members and broader community, ensuring the master plan reflects the unique character and future vision for Kooralbyn.

Options

Option 1

That:

1. Council endorse the Kooralbyn Town Centre Master Plan and adopt the Master Plan as the strategic framework to guide the future development, enhancement, and revitalisation of the Kooralbyn township; and
2. Council consider the actions identified within the Kooralbyn Town Centre Master Plan as part of future budget deliberations, capital works programs, and external funding opportunities.

Option 2

That Council does not endorse the Kooralbyn Town Centre Master Plan.

DRAFT KOORALBYN TOWN CENTRE MASTER PLAN

SCENIC RIM

REGIONAL COUNCIL



Jointly funded by Scenic Rim Regional Council and the Queensland Government.

**DELIVERING
FOR QUEENSLAND**



**Queensland
Government**

ACKNOWLEDGEMENT OF CONTRIBUTION

We extend our sincere thanks to the Kooralbyn Town Centre Master Plan Committee members, community members, First Nation's community, local business, community organisations and stakeholders who generously contributed their time, ideas and lived experience to shape this town centre master plan. Your insights, stories and aspirations have been central to creating a plan that reflects the character, needs and future vision for the town.

We also appreciate the diligent efforts of the Council Project Team, whose dedication has played an important role in bringing this work to fruition for the Scenic Rim community

Councillor Jennifer Sanders | Chair

Kooralbyn Town Centre Master Plan Committee and Divisional Councillor

EXECUTIVE SUMMARY	6
PART A - CONTEXT + ANALYSIS	7
Introduction	7
Methodology	8
Kooralbyn and it's people	9
Engagement Outcomes	12
Site Analysis	13
Access and Movement	15
Streets and Parks	16
Water Networks	17
PART B - VISION, THEMES + ACTIONS	20
Streets + parks	21
Connections	23
Community + spaces	25
Culture + heritage	27
Conservation + sustainability	29
Overview	31
Supporting documents	33

ACKNOWLEDGEMENT OF COUNTRY

Scenic Rim Regional Council acknowledges the traditional country of the Mununjali, Wangerriburra, Migunberri and Ugarapul Peoples of the Scenic Rim. We recognise that the Scenic Rim continues to have connections to cultural, spiritual, environmental, and economic importance and respect connection to Country. We pay our respects to Elders past, present and emerging, acknowledging the important role Aboriginal and Torres Strait Islander Peoples play in shaping the future of our Region.

Version 0.4 | May 2026

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EXECUTIVE SUMMARY

This Kooralbyn Town Centre Master Plan planning process has been developed as part of Scenic Rim Regional Council's efforts to support the growth and development of its towns and villages. This is an initiative that seeks to ensure the region's centres are prepared for future population growth and changes in demographics.

.....
THIS MASTERPLAN HAS BEEN DEVELOPED FOR PRESENTATION ON LETS TALK SCENIC RIM TO GATHER FEEDBACK ON A STAGED ACTION PLAN. ALL DOCUMENTATION HAS BEEN DEVELOPED IN COLLABORATION WITH THE KOORALBYN MASTER PLAN COMMITTEE.

The Kooralbyn Town Centre Master Plan is headlined by a vision of "Kooralbyn protects and celebrates its environmental strengths and connected community. Our parks, places and streets are accessible, connected and support community life and events"



This vision is supported by five themes:

- Streets + parks
- Connections
- Community + spaces
- Culture + heritage
- Conservation + sustainability

Under each of these themes is a suite of prioritised actions which have been developed to ensure Kooralbyn continues to be a great place to live and visit.

PART A - CONTEXT + ANALYSIS

INTRODUCTION

Kooralbyn is nestled in the Scenic Rim, a stretch of verdant hills and valleys celebrated for its natural beauty and rural charm. Once a quiet hinterland community, it now finds itself poised at the edge of transformation as nearby urban centres expand and lifestyle seekers seek sanctuary among its rolling pastures. This master plan acknowledges this unique setting, striking a balance between preserving the sweeping mountain vistas and fostering a vibrant, connected township that honours the region's heritage while embracing new opportunities.

The vision at the heart of this master plan has been refined through ongoing collaboration with the Kooralbyn Town Centre Master Plan Committee, a group of local residents, and business owners who are deeply invested in shaping their home's future. Their insights have guided priorities from protecting valued open spaces to enhancing pedestrian links, ensuring that each proposal reflects community's aspirations.

A series of workshops and design reviews have anchored the plan in locally-rooted knowledge, forging a sense of shared ownership and confidence in every recommendation.

To manage anticipated population growth across the short, medium and long term (2 to 20 years), the master plan adopts a clear, staged approach.





METHODOLOGY

This master plan development methodology was initiated with site analysis, where physical, environmental, and social characteristics have been assessed to understand constraints and opportunities.

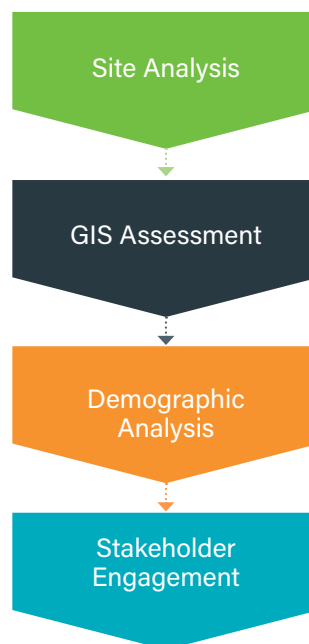
groups contributed insights and aspirations that shaped the vision and actions.

Together, these stages form a comprehensive foundation for a responsive, inclusive, and data-driven master plan.

THIS SITE ANALYSIS WAS UNDERPINNED BY GIS ASSESSMENT THAT INTEGRATES SPATIAL DATA TO VISUALISE LAND USE PATTERNS, ACCESSIBILITY, AND ENVIRONMENTAL OVERLAYS, ENABLING EVIDENCE-BASED DECISION-MAKING AND SCENARIO TESTING.

Demographic analysis was also conducted to identify population trends, age profiles, household structures, and socio-economic indicators, informing future service and infrastructure needs.

This data analysis was reviewed and interrogated through our stakeholder engagement process, ensuring that community members and key interest



PART A - CONTEXT + ANALYSIS

KOORALBYN AND IT'S PEOPLE

Kooralbyn is a rural locality nestled in the Scenic Rim Region of Queensland, Australia. Its name comes from the Yugambeh language, meaning “place of the copperhead snake,” reflecting the deep Indigenous heritage of the area. The Yugambeh people are the traditional custodians of the land, and their connection to the region spans thousands of years.

European settlement began in the 1830s, initially driven by timber milling in the lower valleys. By the 1840s, pastoralists arrived during Australia’s first major land boom, transforming Kooralbyn into a significant cattle grazing estate. In 1979, Kooralbyn Resort was opened, with the golf course ranked among Australia’s top courses. There were also mini golf courses, tennis courts and bowling greens. An airstrip, resort hotel, equestrian and polo facilities were added in the 1990s.

Access to Kooralbyn is primarily by road, with the locality situated about 22 km southwest of Beaudesert and roughly 95 km from Brisbane CBD. It’s also around 56 km west of the Gold Coast, making it relatively secluded yet reachable for day trips or weekend getaways. The area is also served by the Kooralbyn Airstrip, which adds a unique touch of accessibility for private aviation.

Despite its rural character, Kooralbyn offers essential services and amenities, including a school, the resort, and a small commercial precinct referred to in this document as the town centre.

Kooralbyn is often referred to by locals as “the Valley,” a nod to its former name, Kooralbyn Valley. It’s a peaceful and scenic place, known for its natural beauty, wildlife, and laid-back lifestyle.

The community values its quiet charm and connection to nature, making it an appealing destination for retirees, families, and those seeking a slower pace. With its blend of cultural heritage, demographic diversity, and tranquil setting, Kooralbyn stands as a distinctive pocket of Queensland’s hinterland.

In 2021, there were an estimated 1,901 persons in the Kooralbyn study area, residing in 788 dwellings¹ Over the last three decades, Kooralbyn has been a popular choice for new residents attracted to the quiet and affordable rural residential lifestyle that it offers and there are also a number of medium density living opportunities in the existing townhouse developments surrounding the Kooralbyn Resort that currently cater for smaller households. Kooralbyn is part of the Balance of Beaudesert catchment, with the catchment expected to increase from 1,856 workers in 2016 to 2,427 in 2041.

¹ Scenic Rim Regional Council, Scenic Rim Growth Management Strategy 2041, November 2022. Available at: https://www.scenicrim.qld.gov.au/files/assets/public/v/1/planning-and-permits/scenic-rim-growth-management-strategy-2041/documents/web___scenic_rim_growth_management_strategy_2041_november_2022.pdf

1 AUSTRALIAN BUREAU OF STATISTICS 2021 Census of Population and Housing





PART A - CONTEXT + ANALYSIS

ENGAGEMENT OUTCOMES

Process

The development of the master plan has been informed by the Kooralbyn Town Centre Master Plan Committee. The Committee is made up of passionate local residents and business operators.

There is a mixture of people who have been in Kooralbyn for a short or a long term – all are passionate about making Kooralbyn the best place it can be.

.....
THIS GROUP HAS MET MONTHLY FOR THE LAST THREE MONTHS TO CONSIDER THE CURRENT CONTEXT OF KOORALBYN AND WHAT THE FUTURE COULD AND SHOULD LOOK LIKE. THE ADDITION OF SENIOR COUNCIL REPRESENTATIVES AND THE LOCAL DIVISIONAL COUNCILOR HAS PROVIDED THE FOUNDATION FOR FEASIBILITY AND DELIVERABILITY OF ALL INITIATIVES IDENTIFIED.

Key Outcomes

The following key outcomes have emerged as a result of the engagement process:

1. Protecting and enhancing the environment and biodiversity is a high priority
2. Access and connectivity should be improved – this includes footpaths and improved connections to key destinations
3. Centralising town activities should be prioritised. This includes town centre improvements, improving connection to waterways and considering relocation of community assets
4. Investment should occur in providing open space for recreation
5. Kooralbyn has some great parks but strategic improvements would make them even better
6. Gateway and lookout signage can be improved

TIMING

The master plan timing reflects the priority of each project, categorised as short, medium, or long term. As a general guide: short-term projects are expected to occur within 2–4 years, medium-term projects within 4–10 years, and long-term projects within 10–20 years. These timeframes are indicative only.

PART A - CONTEXT + ANALYSIS

SITE ANALYSIS

As you leave the Mount Lindesay Highway onto the gently winding Kooralbyn Road, you move through low lying grazing land flanked by ridges on both sides.

A series of gateway signs act as thresholds that not only signal arrival but establish the character-setting.

At the heart of the village, the Kooralbyn Resort emerges as a focal destination, its heritage-inspired lodges and conference pavilions nestled beside manicured gardens and leisure lakes. A short walk further reveals the International School, where students spill onto tree-lined courtyards that double as communal gathering spaces.

JUST BEYOND THE SCHOOL BOUNDARY, THE RUNWAY OF THE PRIVATE AIRSTRIP STRETCHES TOWARD THE HILLS, A SUBTLE REMINDER OF KOORALBYN'S DUAL ROLE AS A RETREAT AND REGIONAL HUB.

A compact retail cluster anchors the village core, its single-story shops and cafes oriented to foster pedestrian movement and neighbourly interaction.

IN FRAMING THE KOORALBYN MASTER PLAN, THE LAYOUT, CHARACTER AND HERITAGE UNDERSCORES THREE GUIDING PRIORITIES: PRESERVING THE VALLEY'S NATURAL AMENITY, REINFORCING HUMAN-SCALED CONNECTIONS, AND INTEGRATING NEW GROWTH WITH THE EXISTING FABRIC.

Future interventions must amplify the sense of sequential discovery, ensuring that each bend in the road, every framed vista and community node responds to a cohesive strategy of place-making.

By weaving together resort, education, recreation and local commerce into an intuitive framework, the masterplan will chart a resilient trajectory for Kooralbyn that celebrates its unique topography, heritage roots and aspirations for a thriving, walkable village.



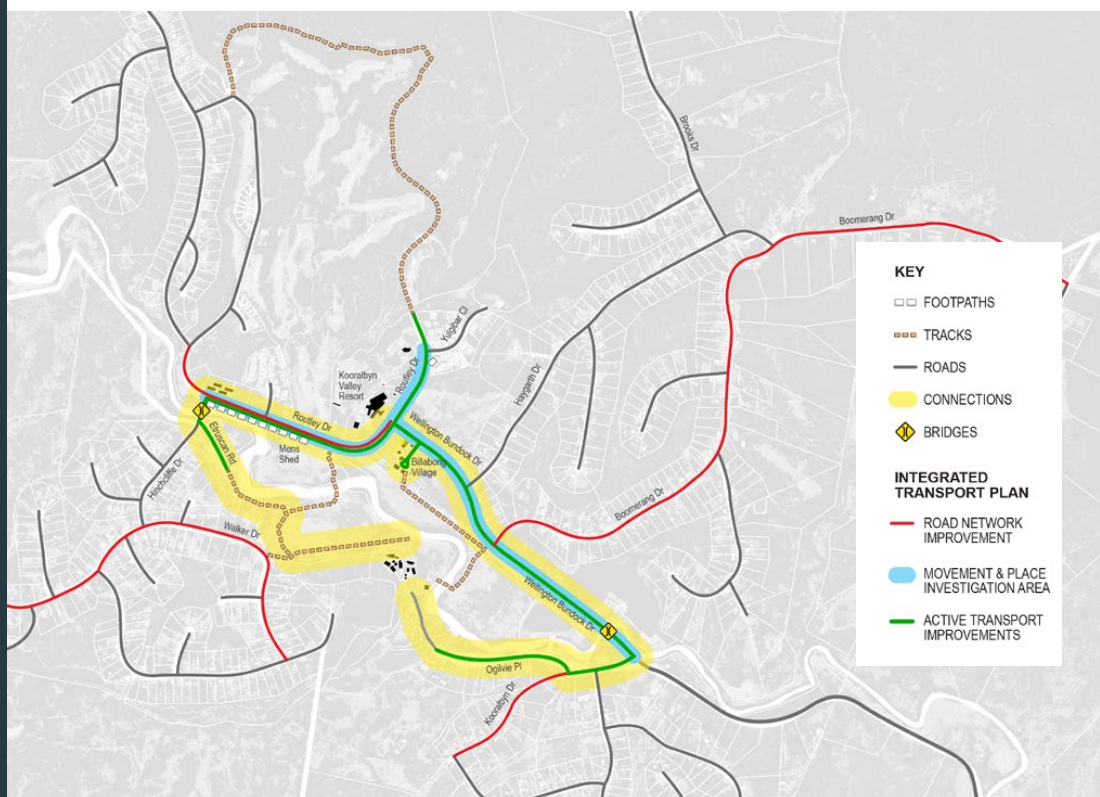
PART A - CONTEXT + ANALYSIS

ACCESS AND MOVEMENT

The movement network of Kooralbyn is dominated by the principal road of Wellington Bundock Drive and Routley Drive. Movement is heavily restricted by the centrally located airport running adjacent to Wellington Bundock Drive. This heavily constrains access between key destination sites like the Kooralbyn International School, Kooralbyn Community Centre, Kooralbyn Resort and the town centre.

The master plan Scenic Rim Integrated Transport Plan (June 2025) identifies a range of road and active transport improvements along Wellington Bundock Road and Routley Drive which this master plan supports.

It also supports the concept of “movement and place” around the town centre which seeks to balance the need to accommodate movement and amenity. In this instance, this would consider the priority of pedestrians, vehicles and the potential for vehicle speed reductions.



PART A - CONTEXT + ANALYSIS

STREETS AND PARKS

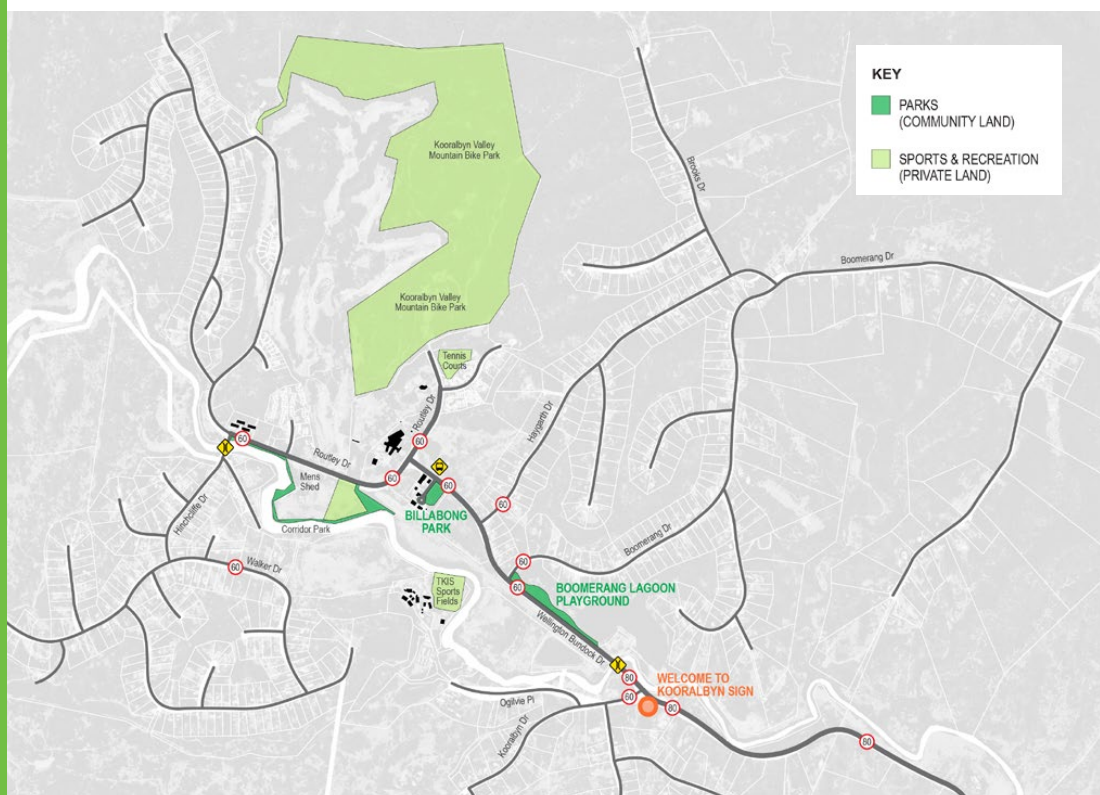
The streets of Kooralbyn are reflective of a rural village with wide verges and shady trees. The town centre, comprising Billabong Shopping Village, Billabong Park and the airfield precinct present an opportunity for streetscape upgrades. This is also identified in the Scenic Rim Growth Management Strategy and supported by this masterplan.

The natural environment and biodiversity are obvious strengths of Kooralbyn and a key attraction for people who live in and visit Kooralbyn.

It also has significant amounts of private recreational facilities largely managed by Kooralbyn Resort.

There are a number of high-quality parks, namely Boomerang Lagoon and Billabong Park that have picnic style facilities, play equipment and seasonal views to watercourses.

As identified in Council's Sport and Recreation Plan 2024-2034, Kooralbyn has a gap in sport and recreation infrastructure and resolving this should be included in this master plan.



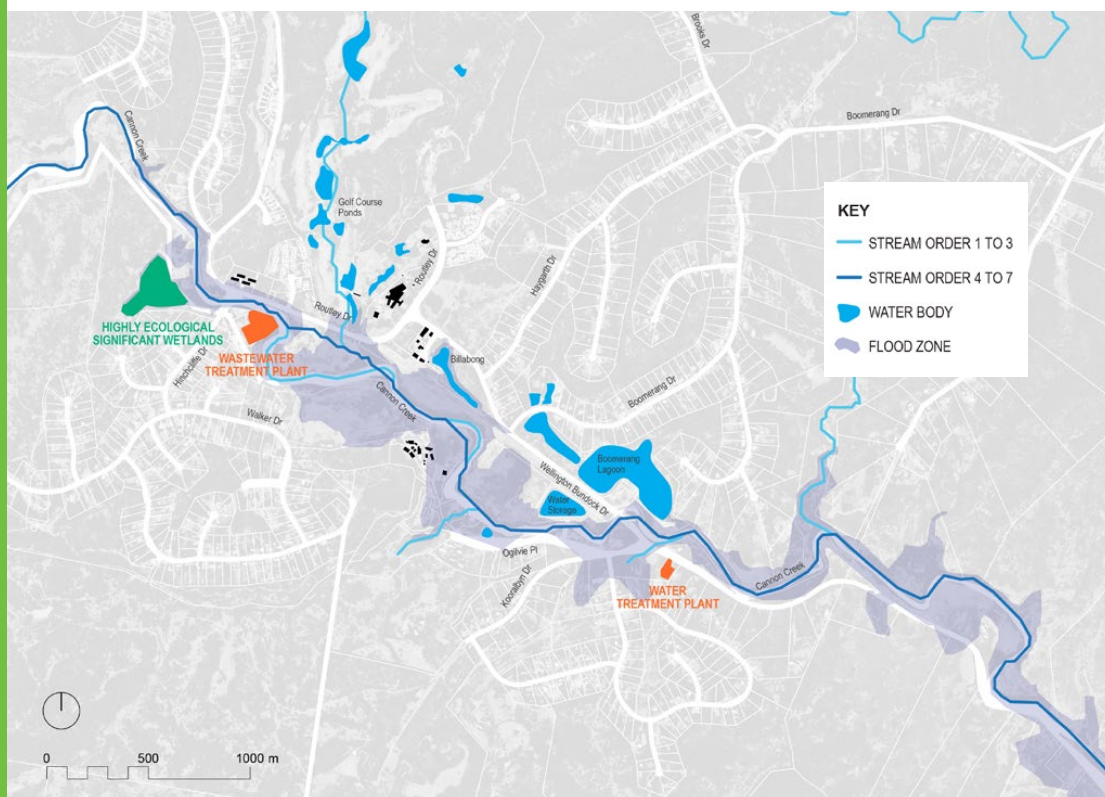
PART A - CONTEXT + ANALYSIS

WATER NETWORKS

Water channels and courses are a dominant feature of Kooralbyn's settlement pattern. Cannon Creek runs diagonally through the village - capable of causing localised adjacent flooding during heavy rain events. In the north, Cannon Creek connects to highly significant ecological wetlands.

Prominent water bodies include Boomerang Lagoon and the Billabong, both of which can run dry during drought conditions.

THE WATER AND THE VEGETATED CORRIDORS THAT RUN ADJACENT PRESENT OPPORTUNITY TO PROTECT AND IMPROVE WATER QUALITY FOR THE BENEFIT OF LOCAL WILDLIFE AND RESIDENT AMENITY.









PART B - VISION, THEMES + ACTIONS

VISION

.....
KOORALBYN PROTECTS
AND CELEBRATES ITS
ENVIRONMENTAL STRENGTHS
AND CONNECTED COMMUNITY.
OUR PARKS, PLACES AND
STREETS ARE ACCESSIBLE,
CONNECTED AND SUPPORT
COMMUNITY LIFE AND EVENTS.
.....

THEMES

Streets + parks

Connections

Community + spaces

Culture + heritage

Conservation + sustainability



1. STREETS + PARKS

CONTINUED INVESTMENT IN KOORALBYN'S STREETS AND PARKS FOR IMPROVED AMENITY AND SAFETY FOR RESIDENTS AND VISITORS

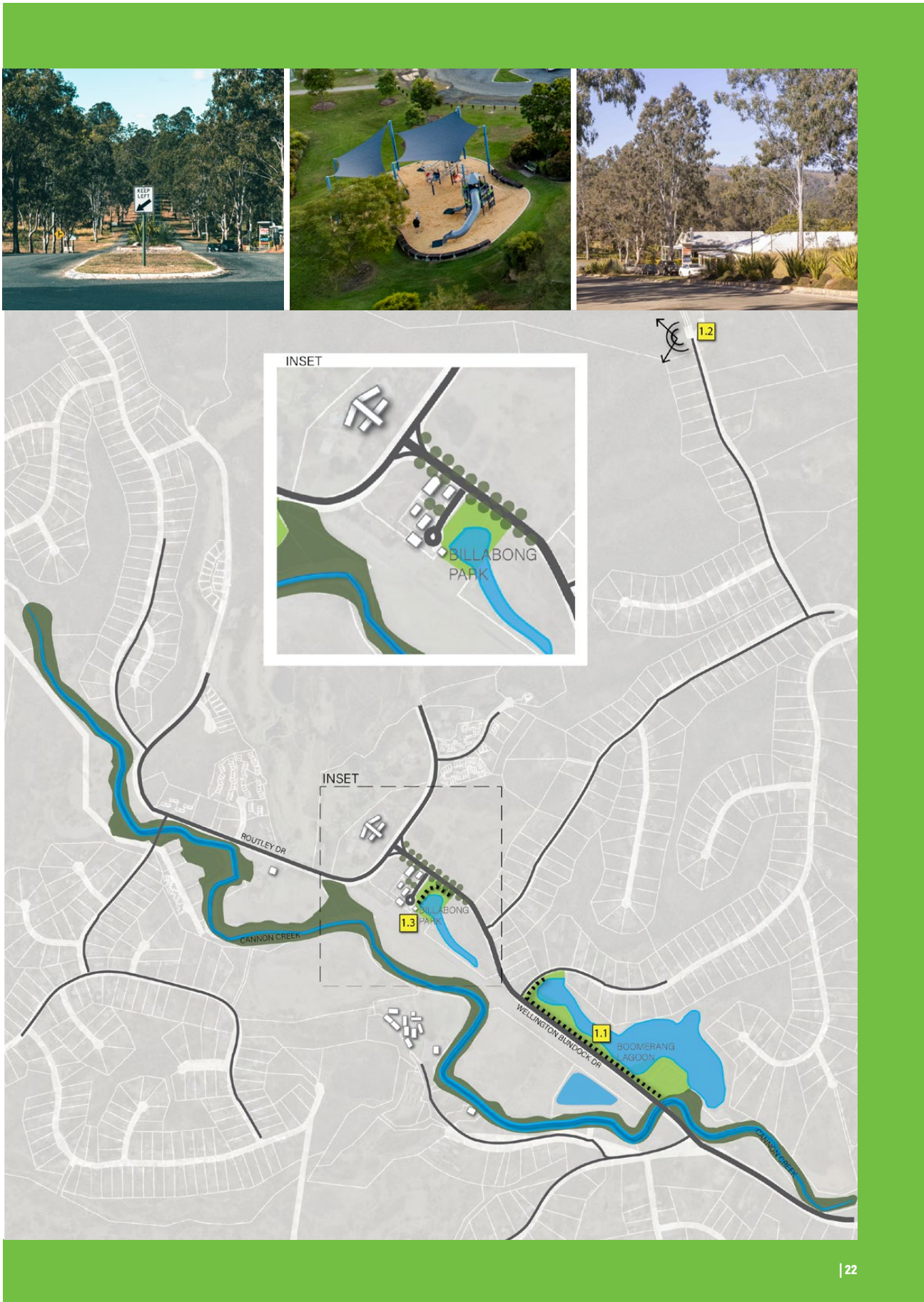
1.0 STREETS + PARKS

Action	Description	*Timing
1.1 Boomerang Park bollards	Consider timber bollard placement for increased safety	Short
1.2 Lookout signage + Upgrade	Consider signage provided at Kooralbyn Lookout to identify mountain peaks - concept shown below as well as supporting amenities such as parking and rubbish bins	Short
1.3 Billabong Park expansion + boardwalk	Investigate opportunity to build on recent improvements and open visual access to the Billabong with a boardwalk and native landscape	Medium

*TIMING

The master plan timing reflects the priority of each project, categorised as short, medium, or long term. As a general guide: short-term projects are expected to occur within 2-4 years, medium-term projects within 4-10 years, and long-term projects within 10-20 years. These timeframes are indicative only.





2. CONNECTIONS

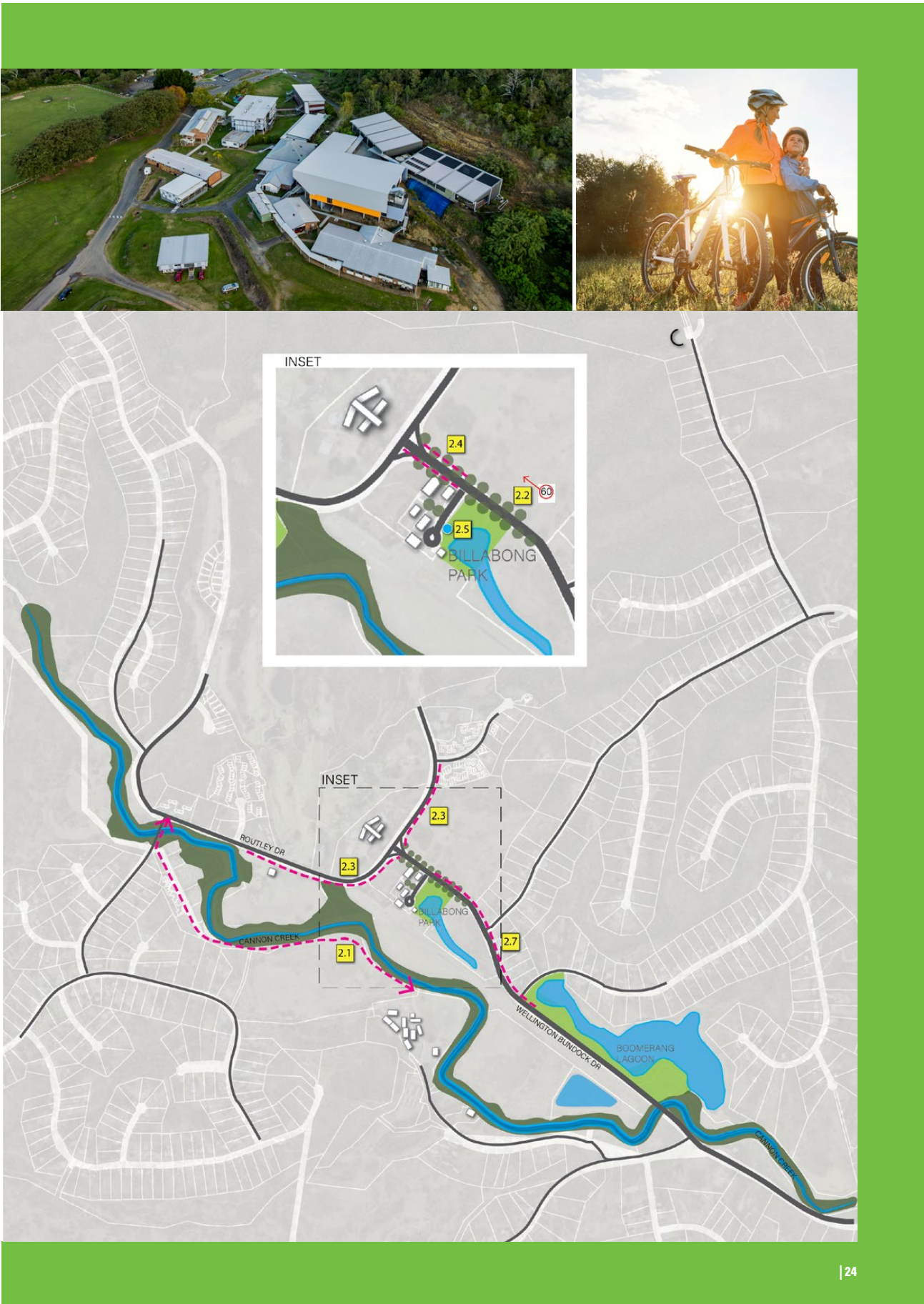
PROVIDE INFRASTRUCTURE WHICH ENABLES AND ENCOURAGES MORE WALKING AND CYCLING TRIPS FOR ALL

2.0 CONNECTIONS

Action	Description	*Timing
2.1 Pedestrian connection between school and town centre	Investigate opportunity to provide a direct footpath connection between the two sides of town	Short
2.2 Town centre speed reduction investigation	Consider safety improvements to the town centre through vehicle speed reductions along Wellington Bundock Drive	Short
2.3 Routley Drive pedestrian connections	Investigate opportunities to provide footpath connections along Routley Drive	Short
2.4 Wellington Bundock Drive pedestrian connections	Investigate opportunities to provide footpath connection between the town centre and Kooralbyn Resort	Short
2.5 Public transport infrastructure upgrade	Consider relocation of bus stop and improved facility	Long
2.6 Gateway signage upgrade	Consider opportunity to consolidate and upgrade current entrance signage	Medium
2.7 Town Centre to Boomerang Lagoon footpath connection	Investigate opportunities to provide footpath connections south along Wellington Bundock Drive	Long
2.8 Advocate to the State Government for the Kooralbyn to Boonah Road connection	Advocate for public transport services and key road upgrades, including Mount Lindesay Highway and the Boonah to Kooralbyn Road.*	*Queensland Government responsibility

*TIMING

The master plan timing reflects the priority of each project, categorised as short, medium, or long term. As a general guide: short-term projects are expected to occur within 2-4 years, medium-term projects within 4-10 years, and long-term projects within 10-20 years. These timeframes are indicative only.



3. COMMUNITY + SPACES

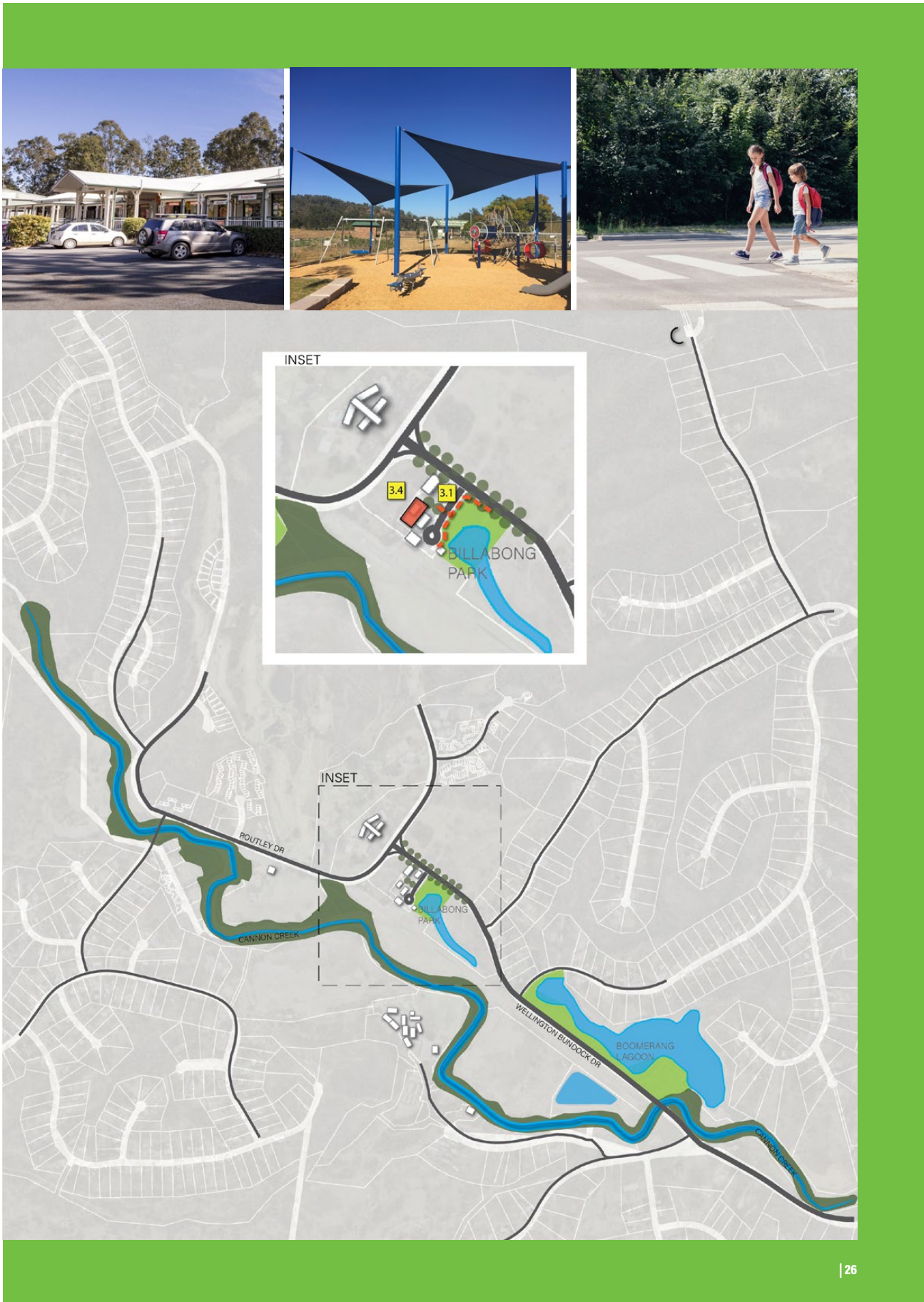
A STRATEGIC APPROACH TO PROVIDING HIGH QUALITY PUBLIC SPACES AND COMMUNITY INFRAStructure

3.0 COMMUNITY + SPACES

Action	Description	*Timing
3.1 Town centre footpath and car parking upgrades	Investigate opportunities for footpaths, car parking, signage and design consideration for event delivery and design consideration for event delivery	Medium
3.2 Improve sport and active recreation opportunities	Provide opportunities for the community to play sport	Medium
3.3 Leverage private town centre investment	Strategically deliver master plan outcomes that optimise private sector investment for community benefit	Medium
3.4 Investigate town centre site for community hall development	Investment of community activities in the centre of town	Long

***TIMING**

The master plan timing reflects the priority of each project, categorised as short, medium, or long term. As a general guide: short-term projects are expected to occur within 2-4 years, medium-term projects within 4-10 years, and long-term projects within 10-20 years. These timeframes are indicative only.



4. CULTURE + HERITAGE

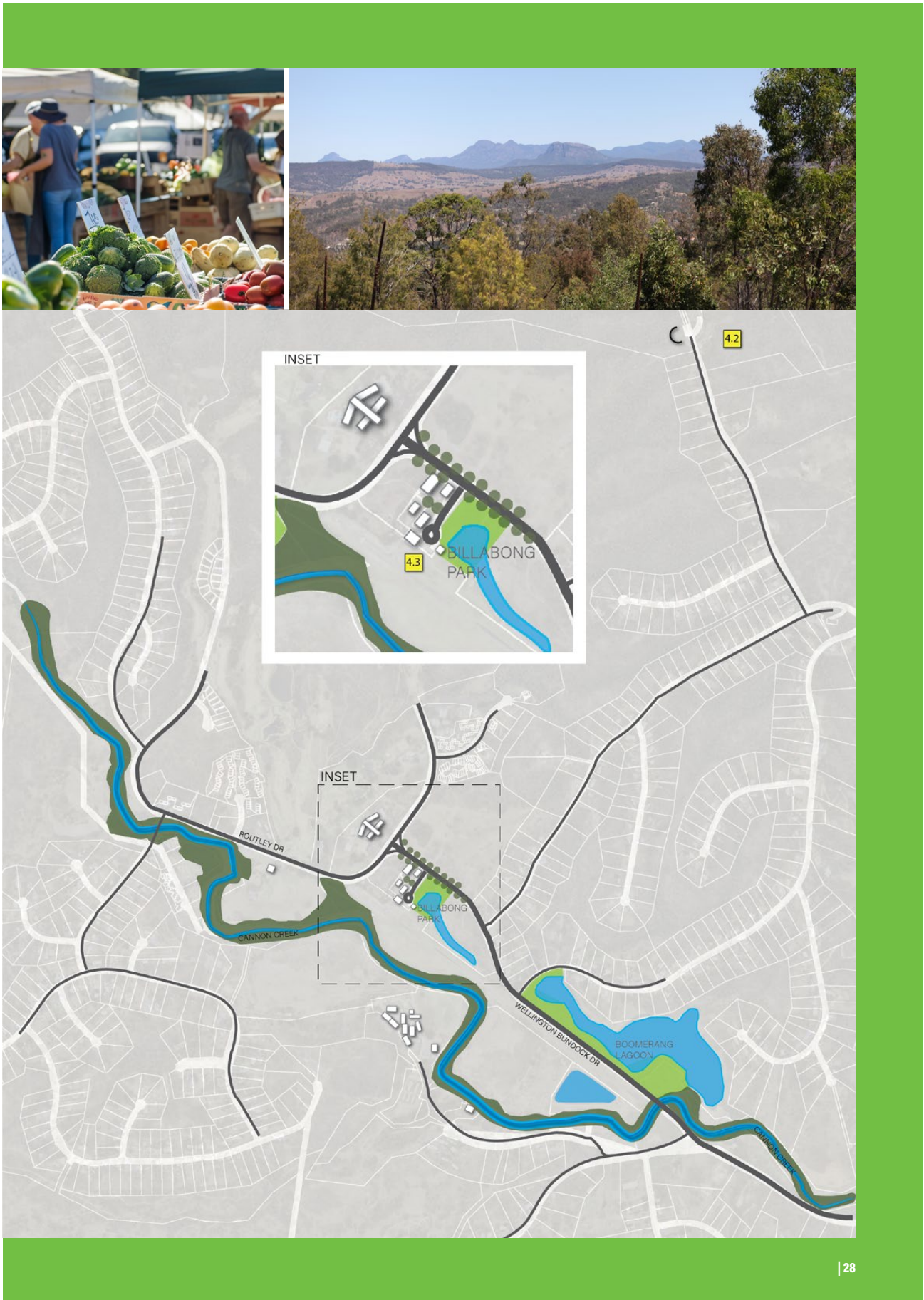
CELEBRATE THE REGIONS HERITAGE IN STRATEGIC LOCATIONS SUCH AS BILLABONG PARK AND THE KOORALBYN LOOKOUT

4.0 CULTURE + HERITAGE

Action	Description	*Timing
4.1 Develop a public art plan	Consider developing a site specific in collaboration with the Scenic Rim Arts Advisory Group	Short
4.2 Incorporate Traditional Owner input into Lookout Signage + upgrade project	Work closely with local indigenous representatives to ensure First Nations stories are included in signage development	Short
4.3 Provide opportunity for First Nations representation and story telling	Consider interpretive content which could be art, signage, cultural trails, interpretive and gathering spaces	Medium

*TIMING

The master plan timing reflects the priority of each project, categorised as short, medium, or long term. As a general guide: short-term projects are expected to occur within 2-4 years, medium-term projects within 4-10 years, and long-term projects within 10-20 years. These timeframes are indicative only.



5. CONSERVATION + SUSTAINABILITY

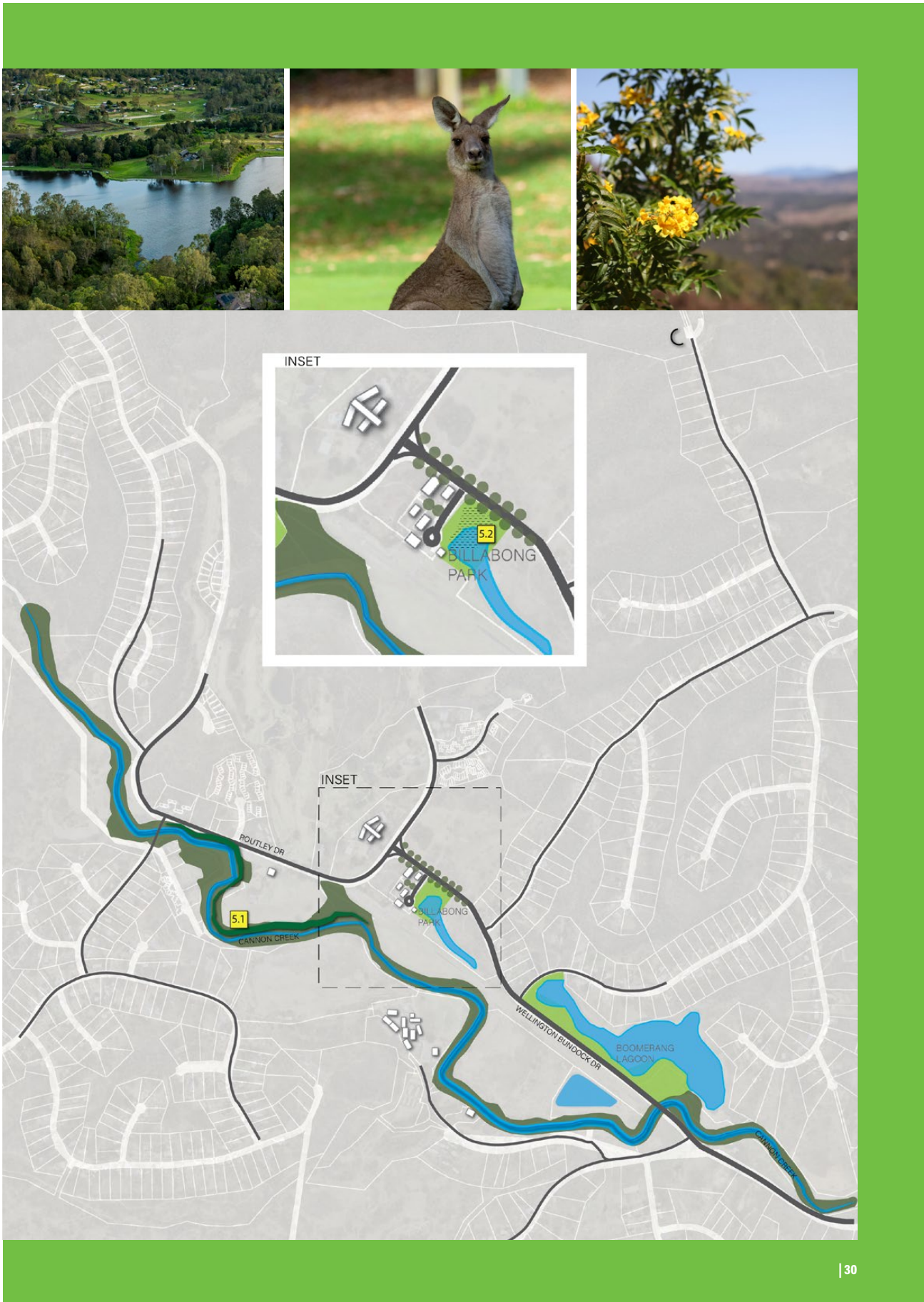
CONTINUE TO PROTECT AND EMBELLISH THE REGION'S NATURAL ENVIRONMENT AND BIODIVERSITY

5.0 CONSERVATION + SUSTAINABILITY

Action	Description	*Timing
5.1 Cannon Creek restoration	Investigate opportunities to restore the ecological value of Cannon Creek and improve visual and physical access	Medium
5.2 Billabong restoration planting	Investigate opportunities for planting program and improve water quality to ensure the site remains an important community	Medium
5.3 Wildlife corridor mapping and restoration	Investigate opportunities to protect and embellish wildlife easements and fire trails	Medium

***TIMING**

The master plan timing reflects the priority of each project, categorised as short, medium, or long term. As a general guide: short-term projects are expected to occur within 2-4 years, medium-term projects within 4-10 years, and long-term projects within 10-20 years. These timeframes are indicative only.



1.0 STREETS + PARKS

Action	*Timing
1.1 Boomerang Park bollards	Short
1.2 Lookout signage + Upgrade	Short
1.3 Billabong Park expansion + boardwalk	Medium

2.0 CONNECTIONS

Action	Timing
2.1 Pedestrian connection between school and town centre	Short
2.2 Town centre speed reduction investigation	Short
2.3 Routley Drive pedestrian connections	Short
2.4 Wellington Bundock Drive pedestrian connections	Short
2.5 Public transport infrastructure upgrade	Long
2.6 Gateway signage upgrade	Medium
2.7 Town Centre to Boomerang Lagoon footpath connection	Long
2.8 Advocate to the State Government for the Kooralbyn to Boonah Road connection	*Queensland Government responsibility

3.0 COMMUNITY + SPACES

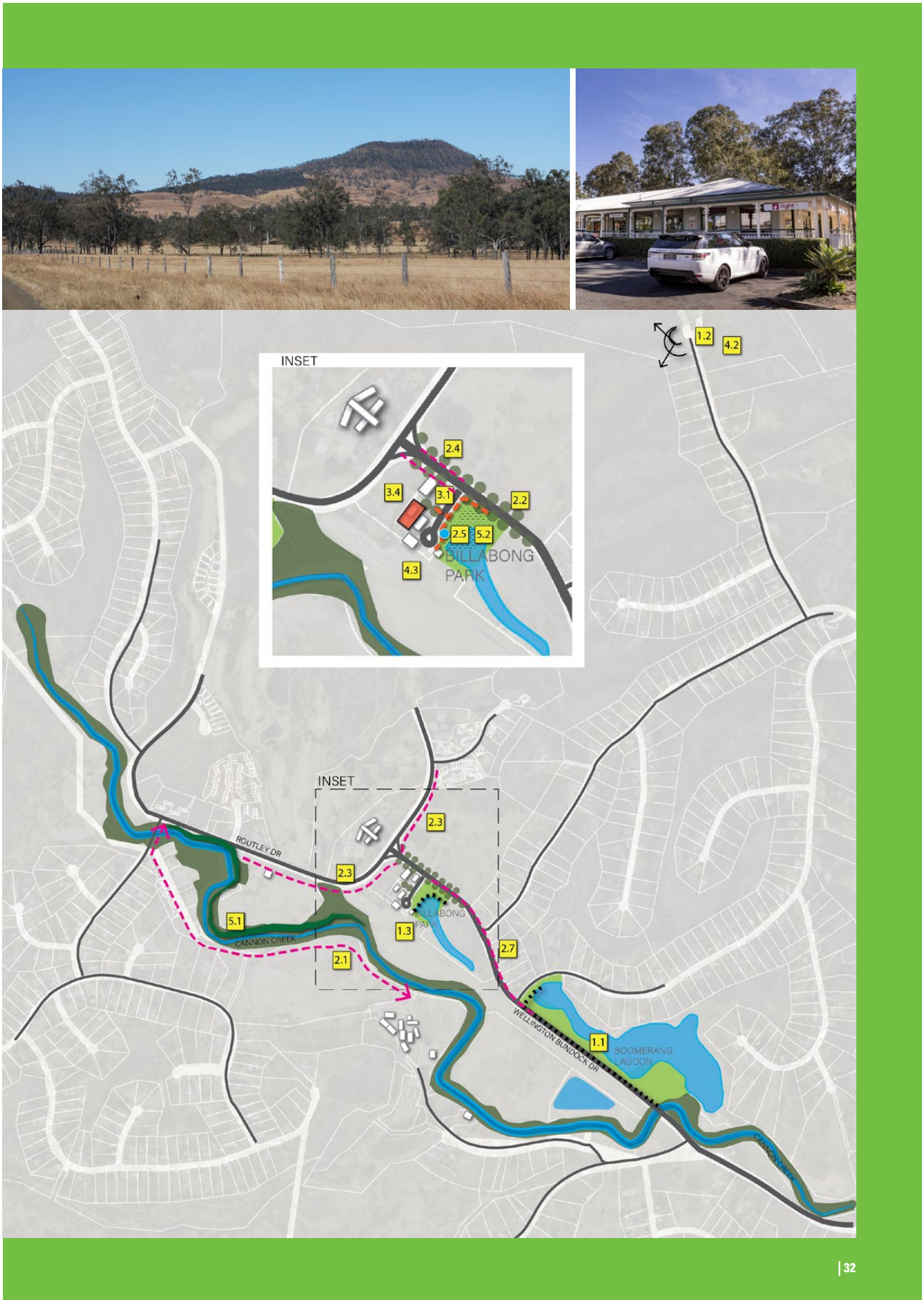
Action	Timing
3.1 Town centre footpath and car parking upgrades	Medium
3.2 Improve sport and active recreation opportunities	Medium
3.3 Leverage private town centre investment	Medium
3.4 Investigate town centre site for community hall development	Long

4.0 CULTURE + HERITAGE

Action	Timing
4.1 Develop a public art plan	Short
4.2 Incorporate Traditional Owner input into Lookout Signage + upgrade project	Short
4.3 Provide opportunity for First Nations representation and story telling	Medium

5.0 CONSERVATION + SUSTAINABILITY

Action	Timing
5.1 Cannon Creek restoration	Medium
5.2 Billabong restoration planting	Medium
5.3 Wildlife corridor mapping and restoration	Medium



SUPPORTING DOCUMENTS

- Scenic Rim Regional Council
Sport and Recreation Plan 2024-2034
- Scenic Rim Integrated Transport Plan 2025-2030

Version	Date	Description of Change	Author	Approved by	Review date
0.4	May 2026	Inclusion of community consultation feedback and Committee feedback.	Better Cities Group		
0.4	May 2026	Version endorsed.		Endorsed by Kooralbyn Town Centre Master Plan Committee	



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11.3 Canungra Town Centre Master Plan

Executive Officer: Director Infrastructure Services

Item Author: Coordinator Asset Management /
Acting Manager Transport and Assets

Attachments:

1. Canungra Town Centre Master Plan [↓](#) 

Councillor Portfolio / Representation

Transportation and Infrastructure - Cr Duncan McInnes

Local Government Area Division

This report relates to Division 3.

Executive Summary

Council established Master Plan Committees for the community of Canungra. Participants were selected through an expression of interest process, with key community representatives invited to contribute to the development of the master plan.

The Committee met on several occasions to provide input and guidance, resulting in the preparation of a draft Master Plan for the community. Broader community engagement was undertaken, with feedback received demonstrating strong support for the proposed vision, themes, and priorities.

With only minor amendments require, the final Canungra Town Centre Master Plan ("Master Plan") was endorsed by the Committee and is now presented to Council for consideration and adoption as the strategic framework to guide future infrastructure, cultural, community, environmental and town centre improvements within Canungra.

Recommendation

That:

1. Council endorse the Canungra Town Centre Master Plan and adopt the Master Plan as the strategic framework to guide the future development, enhancement, and revitalisation of the Canungra township; and
2. Council consider the actions identified within the Canungra Town Centre Master Plan as part of future budget deliberations, capital works programs, and external funding opportunities.

Previous Council Considerations / Resolutions

At the Ordinary Meeting held on 25 February 2026 (Item 11.10), it was resolved that Council endorse the draft Canungra Town Centre Master Plan for the purpose of community consultation.

At the Ordinary Meeting held on 29 January 2025 (Item 11.3), it was resolved that:

1. Council endorse the formation of the Canungra Master Plan Committee and confirm the membership of the Committee;
2. Council endorse the formation of the Kalbar Master Plan Committee and confirm the membership of the Committee;
3. Council endorse the formation of the Kooralbyn Master Plan Committee and confirm the membership of the Committee;
4. Council authorise the Chief Executive Officer to draft Terms of Reference for adoption at the inaugural meeting of each of the three Master Plan Committees; and
5. Council authorise the Chief Executive Officer to commence engagement with the interested community members as soon as practicable.

Report / Background

In January 2025, Council endorsed the establishment of Master Plan Committee for Canungra. An expression of interest process was undertaken within each community to determine committee membership. Key community representatives were subsequently selected to participate on each committee.

The key purpose and objectives of the Master Plan Committee are to provide strategic input into the development of the Master Plan by offering local knowledge, identifying opportunities and challenges, and advising on community priorities. This input will inform the vision, goals, and key actions of the Master Plans to ensure they reflect the needs, values, and aspirations of each community. While the Committee does not have decision-making authority, their contributions will support more informed, inclusive, and effective planning outcomes.

The objectives of the Master Plan Committees are:

- To provide input on the vision, goals, and priorities of the Master Plan, ensuring they reflect the aspirations and needs of the local community.
- To share local knowledge and insights to inform planning decisions, identify community strengths, and highlight emerging issues or challenges.
- To represent a broad cross-section of community perspectives, ensuring diverse voices are heard and considered throughout the planning process; and
- To advise on initiatives, infrastructure, or services that may enhance community wellbeing, connectivity, resilience, and liveability.

The Committee meetings commenced in May 2025, with the initial sessions held within each of the respective communities. Council engaged suitably qualified consultants to facilitate these workshops and to develop the Master Plan for each area. The Committee members have worked collaboratively, demonstrating a shared commitment to enhancing their respective communities.

Common themes emerged across the different communities and are reflected within each of the respective Community Master Plans:

1. Streets and Parking - Continued investment in infrastructure for improved safety and connectivity for residents and visitors;
2. Connections - Provide infrastructure which enables and encourages walking and cycling;
3. Community Spaces - Strategic Approach to providing high quality and required community infrastructure;
4. Culture and Heritage - Celebrate the communities heritage in strategic locations; and
5. Conservation and Sustainability - Conting to protect and embellish the communities natural environment.

The draft Master Plan was developed through these workshops and was subsequently released for broader community engagement in March 2026.

Feedback received during the community engagement process was overwhelmingly positive and confirmed that the key themes and priorities identified by the Committee aligned with the community's vision for the future of the Canungra township. The consultation outcomes were presented back to the Committee, resulting in only minor amendments being made to the draft Master Plan.

Following consideration of the community feedback and final amendments, the Committee endorsed the Canungra Town Centre Master Plan in May 2026 and recommended that it be presented to Council for adoption.

Budget / Financial Implications

The development of the Master Plan is contained within the 2025-2026 operational budget.

Allocations for projects contained within the Master Plans will be considered as part of future budget deliberations.

Strategic Implications

Corporate Plan 2025-2030

Council's Corporate Plan 2025-2030 outlines the organisation's Vision, Mission and Values. Council's Values are Service, Resilience, Respect, Commitment.

Strategic Goal: Connected Communities

Guiding Principle: Operational Efficiency

Legal / Statutory Implications

Not applicable.

Risks

Strategic Risks

The following Level 1 and Level 2 (strategic) risks are relevant to the matters considered in this report:

SR43 Inadequate or ineffective planning, delivery and maintenance of infrastructure resulting in risk to public and staff safety and potential financial implications.

Risk Summary

Category	Explanation
Reputation, Community & Civic Leadership Recognise and value effective community engagement	Effective community engagement ensures Council partners with our community to enhance our lifestyles by delivering quality services, well managed growth, sound environmental outcomes, responsible business management and committed leadership.
Infrastructure, Assets & Service Delivery Adverse impacts due to non-delivery of identified infrastructure.	Failure to adequately plan for future infrastructure requirements may result in missed opportunities, uncoordinated investment, and an inability to deliver the infrastructure and community outcomes identified in the Master Plan.

Human Rights Implications

No human rights have been impacted by any actions recommended in this report.

Consultation

External

- Master Plan Committee members
- Broader Community Engagement

Internal

- Divisional Councillor
- Infrastructure Services Directorate
- Community Engagement team
- Strategic Planning team

Conclusion

The development of the Canungra Town Centre Master Plan represents a collaborative effort between Council and the local community. The process has provided valuable insights into the aspirations and priorities of this community by its members and broader community, ensuring the master plan reflects the unique character and future vision for Canungra.

Options

Option 1

That:

1. Council endorse the Canungra Town Centre Master Plan and adopt the Master Plan as the strategic framework to guide the future development, enhancement, and revitalisation of the Canungra township; and
2. Council consider the actions identified within the Canungra Town Centre Master Plan as part of future budget deliberations, capital works programs, and external funding opportunities.

Option 2

That Council does not endorse the Canungra Town Centre Master Plan.

DRAFT CANUNGRA TOWN CENTRE MASTER PLAN

SCENIC RIM
REGIONAL COUNCIL



ACKNOWLEDGEMENT OF CONTRIBUTION

We extend our sincere thanks to the Canungra Town Centre Master Plan Committee members, community members, First Nation's community, local business, community organisations and stakeholders who generously contributed their time, ideas and lived experience to shape this town centre master plan. Your insights, stories and aspirations have been central to creating a plan that reflects the character, needs, and future vision for the town.

We also appreciate the diligent efforts of the Council Project Team, whose dedication has played an important role in bringing this work to fruition for the Scenic Rim community.

Councillor Stephen Moriarty | Chair

Canungra Town Centre Master Plan Committee and Divisional Councillor

EXECUTIVE SUMMARY	6
PART A - CONTEXT + ANALYSIS	7
Introduction	7
Methodology	8
Canungra and its people	9
Engagement Outcomes	12
Site Analysis	13
Access and Movement	15
Streets and Parking	16
PART B - VISION, THEMES + ACTIONS	18
Streets + parking	19
Connections	21
Community + spaces	23
Culture + heritage	25
Conservation + sustainability	27
Project summary	29
Material + Fixture Inspiration	31
Play + Art Inspiration	32
Supporting documents	33

ACKNOWLEDGEMENT OF COUNTRY

Scenic Rim Regional Council acknowledges the traditional country of the Mununjali, Wangerriburra, Migunberri and Ugarapul Peoples of the Scenic Rim. We recognise that the Scenic Rim continues to have connections to cultural, spiritual, environmental, and economic importance and respect connection to Country. We pay our respects to Elders past, present and emerging, acknowledging the important role Aboriginal and Torres Strait Islander Peoples play in shaping the future of our Region.

Version 0.06, May 2026

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CANUNGRA TOWN MASTER PLAN | 5

EXECUTIVE SUMMARY

Canungra, nestled in the foothills of Lamington National Park, has grown into a lively tourism and service hub for the Scenic Rim. Its small-town charm, historic character and stunning natural surrounds define its appeal. Yet rising traffic, rapid residential development, freight movement and visitor numbers are testing its safety, accessibility and everyday comfort. A thoughtful town centre master plan is needed to guide its next chapter.

VISION

CANUNGRA'S FUTURE IS VIBRANT, CONNECTED AND RESILIENT. WE ENVISION SAFE STREETS, LIVELY PUBLIC SPACES AND GROWTH THAT PROTECTS HERITAGE, NATURE AND RURAL CHARM. THE TOWN WILL THRIVE AS A SCENIC DESTINATION, BALANCING ITS RICH PAST WITH A SUSTAINABLE, INCLUSIVE FUTURE FOR ALL.

Four key design principles shape this vision. First, Uplift Heritage: protecting and weaving historic buildings and streetscapes into new developments. Second, Fun on Foot: creating safe, inviting paths that link people to nature, shops and attractions. Third, Access for All: ensuring roads, crossings, and footpaths, work for everyone, regardless of age or ability. Fourth, Scenic Community: building welcoming public spaces that reflect local identity and reinforce Canungra's role as a gateway to the region.

Together, these principles create a clear, practical roadmap.

The plan will help Canungra grow sustainably — staying safe, connected and true to its roots, while welcoming visitors and residents alike.

This vision is supported by five themes:

- Streets + parking
- Connections
- Community + spaces
- Culture + heritage
- Conservation + sustainability

Under each of these themes is a suite of prioritised actions which have been developed to ensure Canungra continues to be a great place to live and visit.

TRAFFIC AND POTENTIAL BYPASS INVESTIGATION

Council has commenced discussions with the Department of Transport and Main Roads (DTMR) to investigate potential alternative route options, including a bypass, for the Canungra township. These discussions aim to assess the feasibility, benefits, and constraints of potential options that could reduce traffic volumes through the town centre.

Council will continue working closely with DTMR to identify the most effective solution to alleviate congestion along Christie Street, improve traffic flow, and enhance safety for motorists, pedestrians, and cyclists.

Any proposed solution will be subject to further technical investigations, stakeholder engagement, and funding considerations. Council is focused on advocating for improvements that ease traffic and improve safety, while still protecting the character and lifestyle of the Canungra township.

PART A - CONTEXT + ANALYSIS

INTRODUCTION

Canungra, nestled in the foothills of Lamington National Park, began as a timber town in the 1880s, shaped by the Lahey family’s massive sawmill. As the industry faded by the 1940s, it evolved into a rural service hub and gateway to the Scenic Rim.

As the local timber industry declined by the 1940s, Canungra shifted into a rural service hub and gateway to the Scenic Rim. It also has a military presence. The Kokoda Army Barracks was built in 1942 to train soldiers for World War II in conditions similar to those of the Pacific. It closed between 1948 and 1954, but later reopened during the Vietnam War. (Hamilton, 2002).¹

Today, Canungra thrives as a tourism destination, drawing visitors with its heritage charm, and natural beauty of remnant rainforests. The population of Canungra reached 1,436 in 2021, with forecasts predicting 3,000 in the town itself by 2041.² However, growth brings pressure on local infrastructure. This surge demands careful planning.

The Canungra Town Centre Master Plan (referred to as master plan) will help guide the town’s future through four design principles. Uplift Heritage protects historic buildings and provides opportunity for sharing of historical town stories. Fun on Foot creates safe, inviting paths for walking and cycling. Access for All ensures roads and crossings work for everyone.

Scenic Community builds welcoming spaces that reflect local identity and protect its rural soul.

This master plan supports sustainable growth in Canungra, to help ensure Canungra stays liveable and remains a place where history and nature walk hand in hand.



UPLIFT HERITAGE



FUN ON-FOOT



ACCESS FOR ALL



SCENIC COMMUNITY

¹Ref: Hamilton, R. (Ed.). (2002). A history of Kokoda Barracks Canungra 1942–2002. Kokoda Barracks.

²Scenic Rim Regional Council. Scenic Rim Growth Management Strategy 2041. Adopted 22 November 2022.

Available at: <https://www.scenicrim.qld.gov.au/Planning-and-Permits/Scenic-Rim-Growth-Management-Strategy-2041>



METHODOLOGY

The master plan is guided by a clear, collaborative methodology to ensure the town’s heritage and community values shape its future. The process begins with analysis and research, using site investigations and mapping to understand Canungra’s character and constraints.

CANUNGRA’S FUTURE IS VIBRANT, CONNECTED AND RESILIENT. WE ENVISION SAFE STREETS, LIVELY PUBLIC SPACES AND GROWTH THAT PROTECTS HERITAGE, NATURE AND RURAL CHARM. THE TOWN WILL THRIVE AS A SCENIC DESTINATION, BALANCING ITS RICH PAST WITH A SUSTAINABLE, INCLUSIVE FUTURE FOR ALL.

This groundwork enabled a focused community consultation phase, where the Canungra Town Centre Master Plan Committee provided valuable insight to ensure that community values and goals shaped both the vision and strategic priorities. These insights directly guide the design concepts and master plan, where practical solutions

are refined to enhance liveability, heritage, and function.

The process will conclude with a final Canungra Town Centre Master Plan Report, providing Scenic Rim Regional Council, outlining a priority program. This will support a practical roadmap for sustainable investment, ensuring Canungra’s unique identity is preserved and strengthened.



PART A - CONTEXT + ANALYSIS

CANUNGRA AND IT'S PEOPLE

Canungra is a cherished township nestled in the heart of the Scenic Rim, a region celebrated for its dramatic landscapes, fertile valleys, and deep cultural roots. The name Canungra is derived from the Yugambeh word Caningera, meaning "small owls", reflecting the common presence of the Australian Boobook owl. Illustrating Canungra's long-standing connection to the First Nation's people of the Mununjali, Wangerriburra, Migunberri, and Ugarapul—who managed the land for thousands of years. European settlement began in the mid-1800s, with timber milling and agriculture quickly becoming the backbone of the local economy. Today, Canungra retains its strong rural identity while evolving into a welcoming community for families, retirees, and those seeking a peaceful yet connected lifestyle.

Located approximately 27 kilometres west of the Gold Coast, Canungra balances rural seclusion with regional accessibility. The town centre, anchored by its charming shop frontages and picturesque ridgeline views, serves as a focal point for daily life and social interaction.

Key amenities include the Canungra State School, DJ Smith Memorial Park, Canungra Creek Lions Park, the Canungra Sports & Recreation grounds, and the Moriarty Park Community Sports Centre. Showing a growing network of parks and green spaces that reflect the community's love for the outdoors.

Canungra's built environment is characterised by a compact central core, with residential zones extending outward into surrounding residential areas, highlighting areas of high pedestrian activity along the main street and indicating a need for improved footpaths and safer crossings.

Canungra's population has seen steady growth, driven by its appeal as an affordable and scenic place to live. According to the 2021 Census², the locality is home to a close-knit mix of long-term residents and newer arrivals, many drawn by the town's charm, safety, and strong sense of belonging. Like many rural towns, Canungra faces emerging pressures within this phase of rapid growth, such as; aging infrastructure, limited pedestrian and cycling connectivity, traffic safety concerns, and the need to protect its environmental assets, including waterways like Canungra Creek from the impacts of development and climate variability.

²Australian Bureau of Statistics. (2022). 'Canungra - QuickStats', 2021 Census QuickStats. <https://www.abs.gov.au/census/find-census-data/quickstats/2021/SAL30523>, accessed 28 January 2026.



Community engagement has played a central role in shaping this master plan. Local residents, business owners, and representatives have contributed insights through workshops and collaborative sessions, ensuring that planning priorities reflect genuine local values.

Key themes consistently emerged: a desire to protect Canungra’s heritage character, enhance public spaces, improve safe access for pedestrians and cyclists, and create more opportunities for community gathering and recreation.

The Scenic Rim Integrated Transport Plan 2025 identifies Canungra as a priority location for targeted road and active transport upgrades—recommendations this master plan fully supports. Importantly, the plan adopts a “movement and place” approach in the town centre, balancing vehicle access with pedestrian comfort, slower speeds, and enhanced streetscape design.

Rooted in a deep respect for Canungra’s past, the master plan is committed to fostering a resilient, inclusive, and thriving future—ensuring that growth strengthens the town’s unique character and reflects the aspirations of its community.



CANUNGRA TOWN MASTER PLAN | 11

PART A - CONTEXT + ANALYSIS

ENGAGEMENT OUTCOMES

Process

Community committee consultation has been central to shaping the Canungra Town Centre Master Plan, capturing valuable local insights to guide the town's future.

This master plan is an outcome of the engagement process, directly addressing community priorities to ensure Canungra remains a safe, efficient, and vibrant place for residents and visitors.

A KEY ISSUE RAISED IS THE SIGNIFICANT PRESSURE ON LOCAL ROADS FROM INCREASED TRAFFIC AND HEAVY VEHICLE MOVEMENTS, WHICH MAY AFFECT PEDESTRIAN SAFETY AND IMPACTS THE TOWN'S LIVEABILITY.

To manage anticipated population growth across the short, medium and long term (2 to 20 years), the master plan adopts a clear, staged approach.

*TIMING

The master plan timing reflects the priority of each project, categorised as short, medium, or long term. As a general guide: short-term projects are expected to occur within 2-4 years, medium-term projects within 4-10 years, and long-term projects within 10-20 years. These timeframes are indicative only.

Key Outcomes

The following key outcomes have emerged as a result of the engagement process:

1. **Road bypass and traffic flow:** Short term mini bypass to the northern side of Christie Street, to reduce traffic congestion.
2. **Investigation of parking relocation:** from main streets.
3. **Town beautification:** Pedestrian priority with street trees, wider footpaths, furniture and fixtures which enhance the village character.
4. **Footpaths and connectivity:** Expanded and improved footpaths and recreational pathways.
5. **Water Management:** Planning regulations for new developments, education and low water use planting.
6. **Town character and Heritage:** Retain unique village character and strengthen a sense of place.
7. **Investigate the relocation of parking:** away from Christie Street.

PART A - CONTEXT + ANALYSIS

SITE ANALYSIS

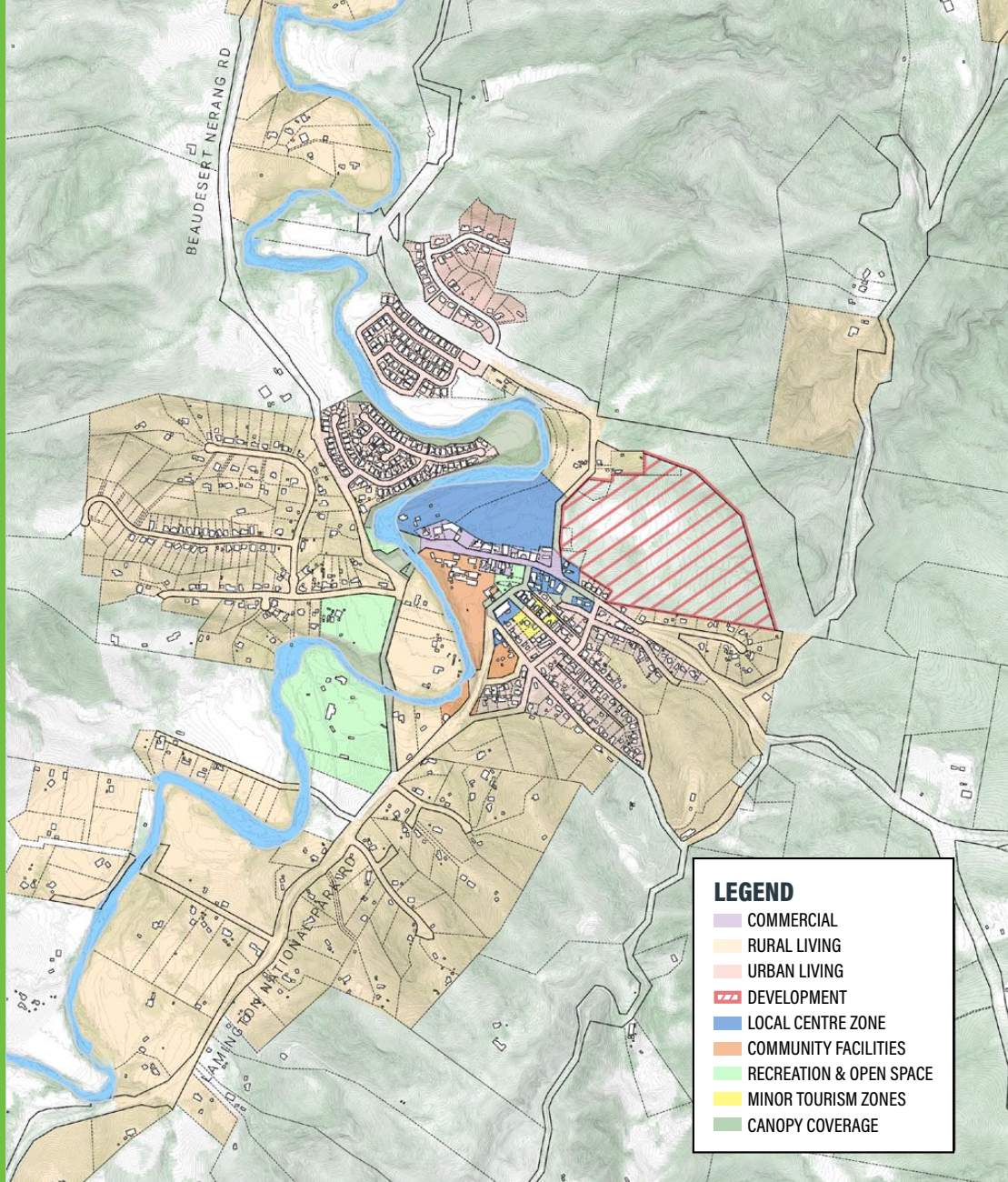
Nestled in the eastern side of the Scenic Rim, Canungra is cradled in the a valley by a dramatic sweep of mountains, rolling hills and fertile river flats. The township sits on the banks of the Canungra Creek, where rich alluvial plains have long supported farming and grazing. To the south, the hills give way to steeper escarpments and winding mountain roads, leading to the World Heritage-listed Lamington National Park.

The diagram visually maps the current land use patterns across Canungra. The central commercial core, highlighted in purple, clusters along the main thoroughfare, forming the heart of daily activity. Surrounding this are residential zones, shown in pale yellow, which extend outward into the surrounding farmland. Notably, the orange shaded area identifies the State School, a vital community anchor positioned near the town centre. A blue shaded area represents a water body of Canungra Creek, which flows through the township and serves as both an ecological asset and a potential flood risk during heavy rainfall events. The green shading indicates canopy coverage, revealing areas of mature tree planting that contribute significantly to the town's amenity and environmental health.

Understanding this physical context is essential for guiding future development. This boundary is not just a line on a map; it is a commitment to maintaining the town's unique character and ensuring that new infrastructure and housing developments enhance rather than erode the very qualities that make Canungra special.

Equally important is the need to manage potential environmental risks—such as stormwater—during development to protect the Creek's water quality. All new development should incorporate sustainable green infrastructure approaches and water sensitive urban design principles

Finally, the diagram illustrates the importance of canopy coverage. The green shading shows where existing trees provide shade, reduce heat island effects, and enhance the visual appeal of streets and parks. Future development should aim to maintain and expand this canopy, particularly along key routes and in public spaces, to create a more comfortable and inviting environment for all.



PART A - CONTEXT + ANALYSIS

ACCESS AND MOVEMENT

The Access and Movement analysis identifies increasing pressure on Canungra's primary corridor, Christie Street, which is experiencing congestion from growing local and heavy vehicle traffic. This increase creates safety and noise concerns for pedestrians and vulnerable users along this key thoroughfare. There is an opportunity to improve the network's performance by strategically diverting some traffic, particularly heavy vehicles and through travel, to alternative routes.

This would help rebalance traffic flow and ease pressure on Christie Street's mixed-use precinct.

Careful management is needed to prevent smaller streets from becoming unintended shortcuts and to protect residential amenity. The intent is to transform Christie Street from a congested state highway into a safer, more pedestrian-focused main street. The master plan will prioritise better connectivity for pedestrians and cyclists, ensuring future movement supports the town's liveability and growing tourism function.



CANUNGRA TOWN CENTRE MASTER PLAN | 15

PART A - CONTEXT + ANALYSIS

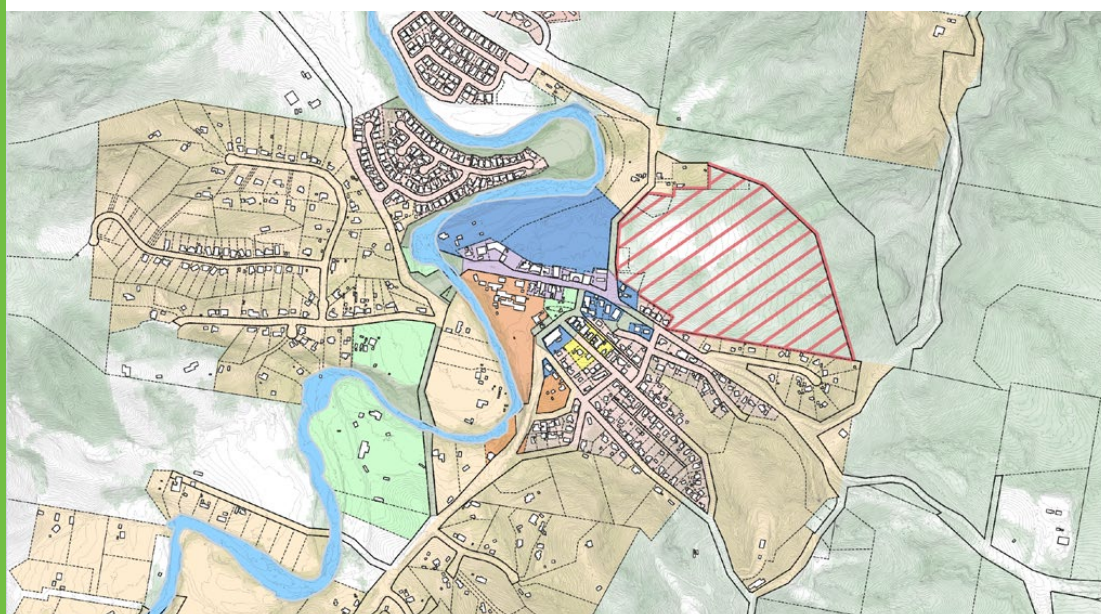
STREETS AND PARKING

The analysis of Canungra’s streets and parking identifies Christie Street as the town’s central yet constrained arterial corridor. Serving as both the main movement route and the heart of community activity, it accommodates a complex mix of local traffic, heavy vehicles, and pedestrian movement. The main contributor to traffic is rapid development north and west of Canungra, which has increased commuter traffic to the Gold Coast.

Anticipated population growth and increased visitation will place more pressure on this corridor, especially between the DJ Smith Memorial Park and the main shopping area, where on-street parking, turning movements, and pedestrian crossings already cause frequent traffic congestion.

This highlights the need for coordinated improvements to balance transport demands with the streets and open spaces. Opportunities exist to enhance pedestrian safety, manage parking more efficiently, and introduce streetscape upgrades that manage traffic and improve comfort for those walking or cycling. The master plan will also explore design solutions that reinforce Christie Street’s role as a welcoming main street while maintaining its function as a key connector within the broader network.

The master plan seeks to balance the needs of residents, visitors, and businesses by creating a safer, more attractive, and better-connected town centre that supports both local life and Canungra’s growing tourism profile.





CANUNGRA TOWN CENTRE MASTER PLAN | 17



PART B - VISION, THEMES + ACTIONS

VISION

CANUNGRA'S FUTURE IS VIBRANT, CONNECTED AND RESILIENT. WE ENVISION SAFE STREETS, LIVELY PUBLIC SPACES AND GROWTH THAT PROTECTS HERITAGE, NATURE AND RURAL CHARM. THE TOWN WILL THRIVE AS A SCENIC DESTINATION, BALANCING ITS RICH PAST WITH A SUSTAINABLE, INCLUSIVE FUTURE FOR ALL.

THEMES

Streets + parking

Connections

Community + spaces

Culture + heritage

Conservation + sustainability



1. STREETS + PARKING

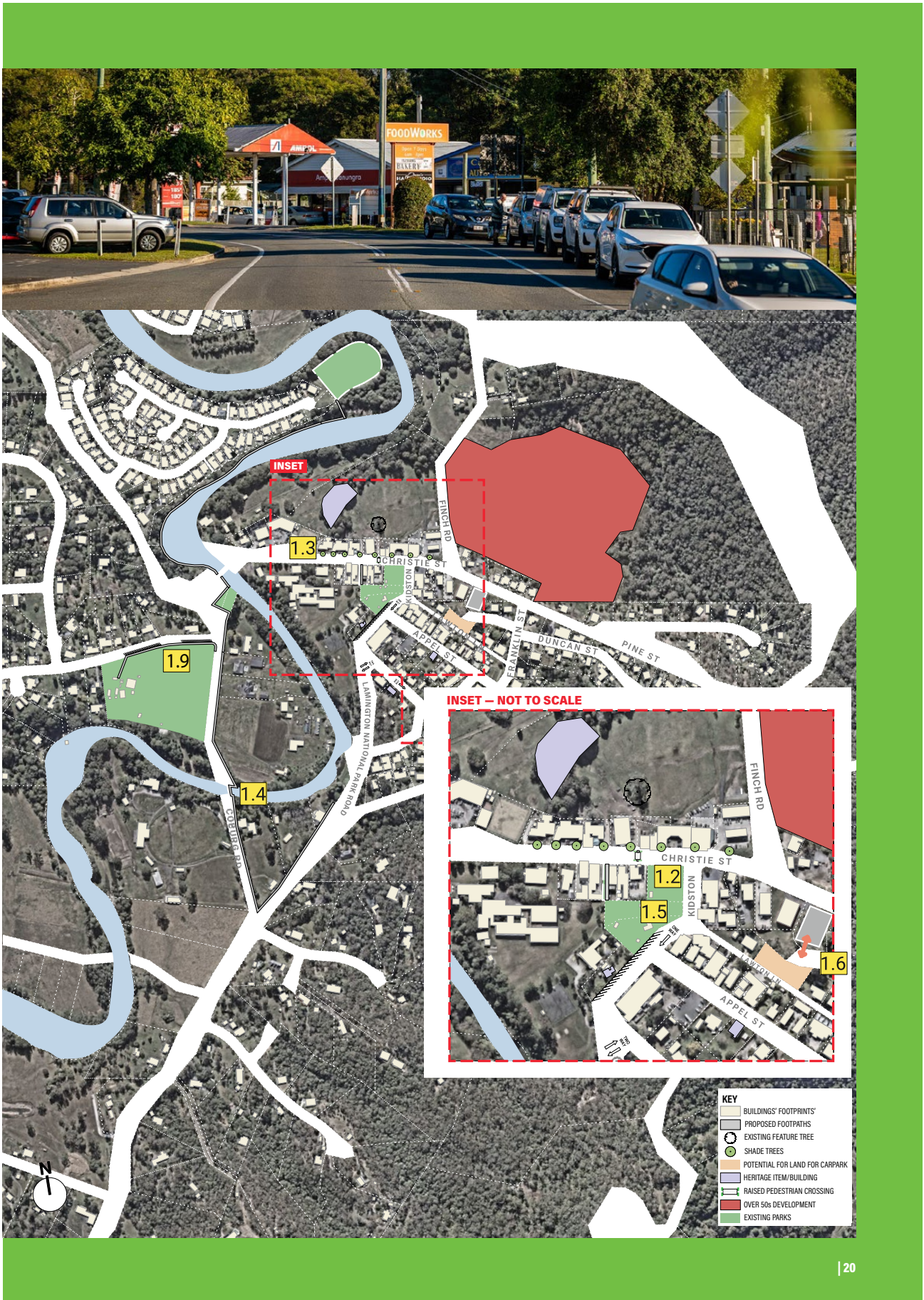
CONTINUED INVESTMENT IN CANUNGRA'S STREETS AND PARKING FOR IMPROVED AMENITIES AND SAFETY FOR ALL

1.0 STREETS + PARKING

Action	*Timing
1.1 Investigate potential bypass routes with Department of Transport and Main Roads and relevant stakeholders.	Short
1.2 Investigate for parking restrictions along Christie Street to encourage people to park in dedicated parking areas.	Short
1.3 Investigate opportunity to prioritise pedestrian movement on Christie Street allowing for street-scape beautification, i.e. tree planting, footpath widening, and new street furniture.	Medium
1.4 Investigate opportunity to install new vehicular and pedestrian bridge for Coburg Road, to replace existing causeway.	Medium
1.5 Investigate potential for Kidston Street to become one way from Christie Street to the corner past the hotel. Investigate opportunity for angled parking and street trees to be installed on the school side of the retained bus stop.	Medium
1.6 Investigate opportunity to extend Duncan Street to the south as an entry/exit to the Canungra School of Arts Hall car park, with wayfinding signs to direct traffic travelling from the east to turn left at Franklin Street to access this parking.	Short
1.7 Consider traffic slowing measures at entry from Pine Street hill into town. For example, street marking, gateway tree planting.	Short
1.8 Investigate opportunity for parking along Moriarty Park and associated drainage.	Short

*TIMING

The master plan timing reflects the priority of each project, categorised as short, medium, or long term. As a general guide: short-term projects are expected to occur within 2–4 years, medium-term projects within 4–10 years, and long-term projects within 10–20 years. These timeframes are indicative only.



2. CONNECTIONS

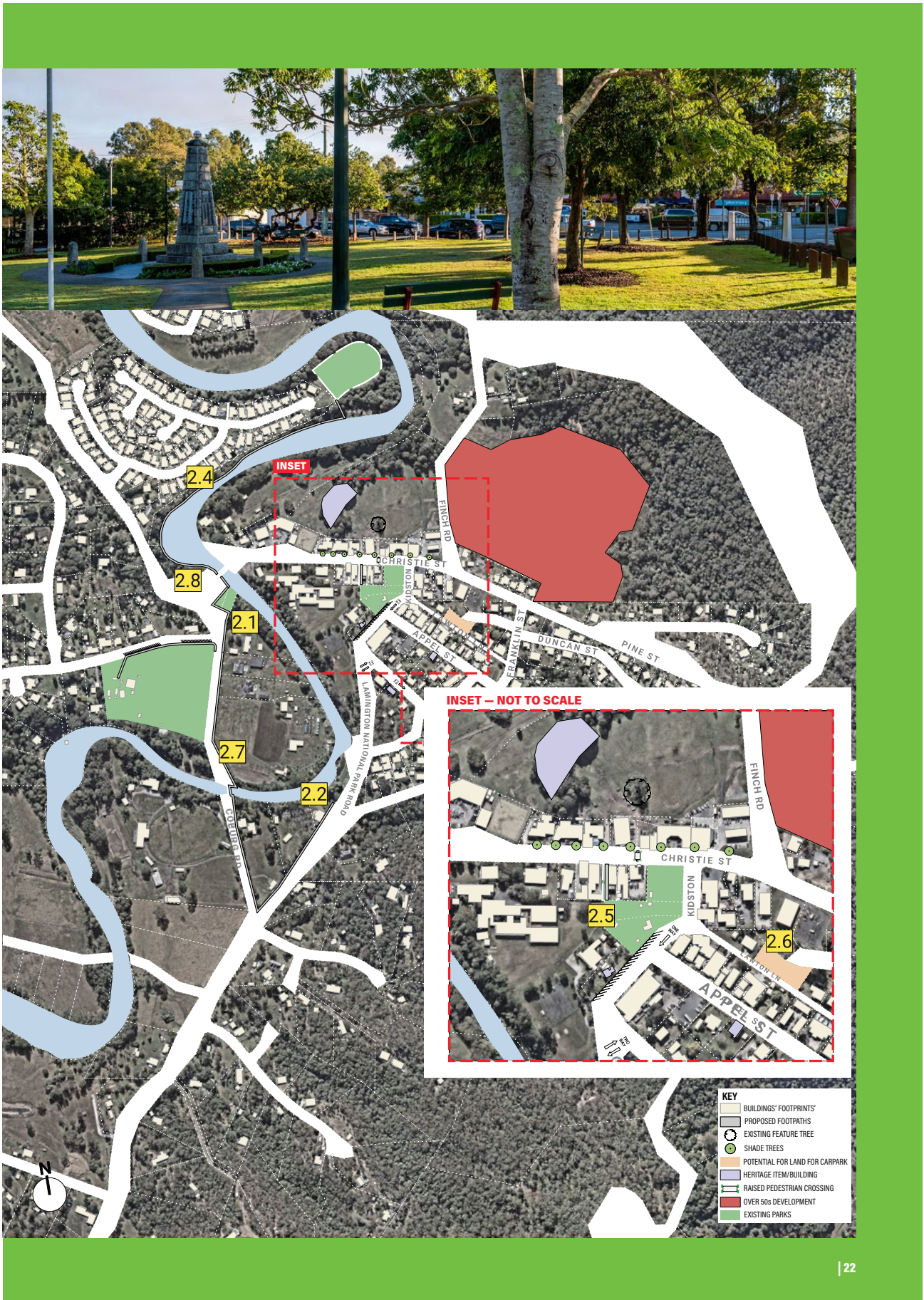
PROVIDE INFRASTRUCTURE WHICH ENABLES AND ENCOURAGES MORE WALKING AND CYCLING TRIPS FOR ALL

2.0 CONNECTIONS

Action	*Timing
2.1 Investigate opportunity to install footpaths from Canungra Creek Lions Park through Coburg Road to Lamington National Park Road.	Short
2.2 Consider extending footpath from the corner of Coburg and Lamington National Park Road, to join the existing footpath near the water treatment plant.	Short
2.3 Investigate opportunities for parking to the rear of shops to improve pedestrian and commercial connections.	Medium
2.4 Investigate upgrading the existing creek side walkway from Moriarty Park north along Canungra Creek to Riverbend Drive.	Medium
2.5 Investigate opportunities for a pedestrian walkway between commercial sites from DJ Smith Memorial Park to Christie Street.	Medium
2.6 Investigate a pedestrian walkway from the Canungra School of Arts Hall to Lawton Lane or Kidston Street.	Short
2.7 Investigate opportunity to install lighting along Coburg Road.	Short
2.8 Investigate opportunity to improve signage for vehicles travelling westward along Beaudesert-Nerang Road to turn into Coburg Road for Lamington National Park.	Short

***TIMING**

The master plan timing reflects the priority of each project, categorised as short, medium, or long term. As a general guide: short-term projects are expected to occur within 2–4 years, medium-term projects within 4–10 years, and long-term projects within 10–20 years. These timeframes are indicative only.



3. COMMUNITY + SPACES

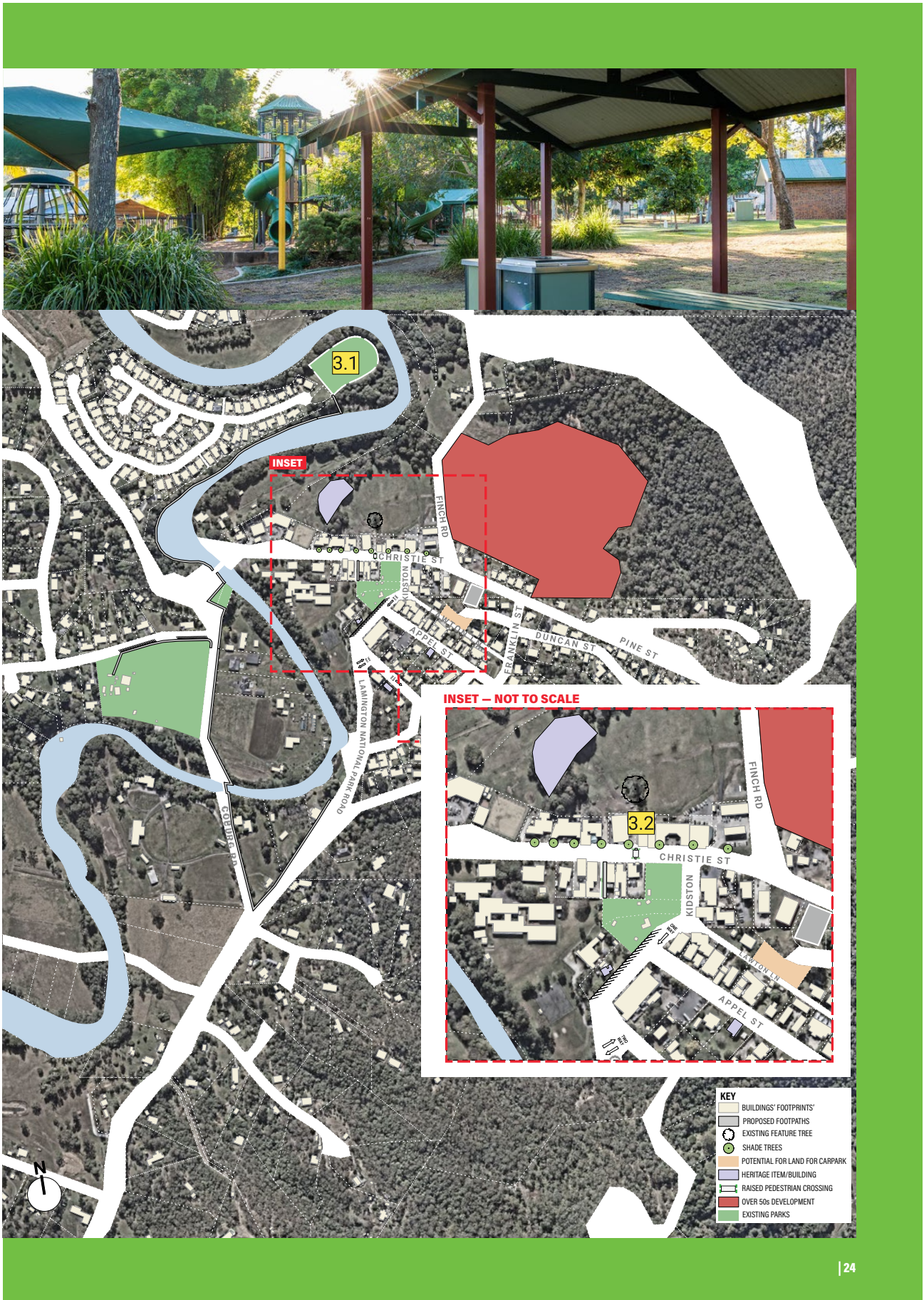
A STRATEGIC APPROACH TO PROVIDING HIGH QUALITY PUBLIC SPACES AND COMMUNITY INFRASTRUCTURE

3.0 COMMUNITY + SPACES

Action	*Timing
3.1 Investigate opportunity to upgrade Canungra Creek picnic area at the end of Riverbend Drive with new shelters and seating.	Short
3.2 Install CCTV in Canungra town centre.	Short
3.3 Consider future-proofing CCTV footage for community evolving needs.	Medium

***TIMING**

The master plan timing reflects the priority of each project, categorised as short, medium, or long term. As a general guide: short-term projects are expected to occur within 2-4 years, medium-term projects within 4-10 years, and long-term projects within 10-20 years. These timeframes are indicative only.



5

4. CULTURE + HERITAGE

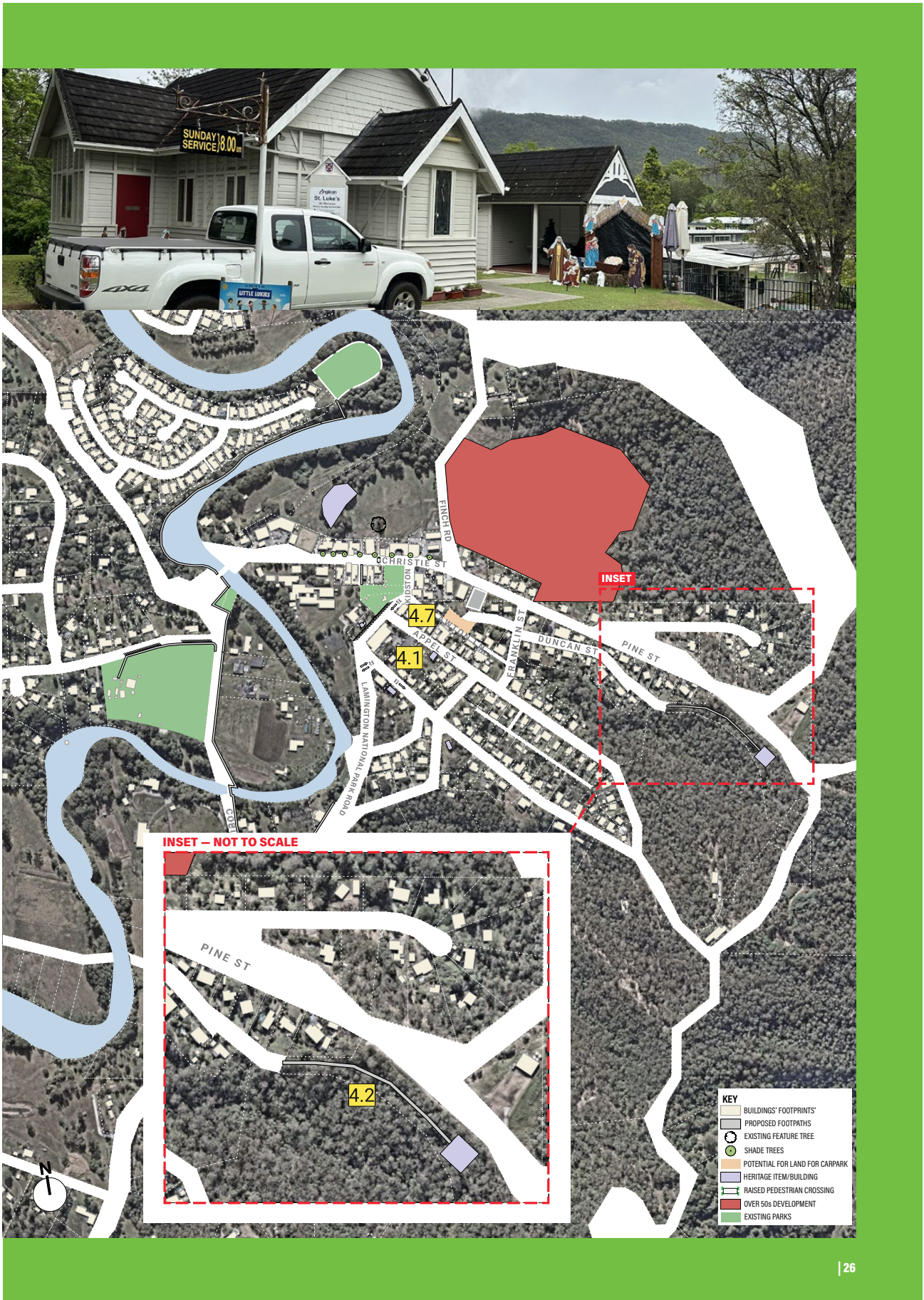
CELEBRATE THE REGION'S HERITAGE IN STRATEGIC LOCATIONS SUCH AS THE TOWN CENTRE

4.0 CULTURE + HERITAGE

Action	*Timing
4.1 Investigate opportunities for a local heritage character protection zone around the town centre.	Medium
4.2 Investigate active transport link and wayfinding for community spaces-along Duncan Street linking through bushland to Lahey's Canungra Tramway Tunnel. Maintain and restore Lahey's Canungra Tramway Tunnel condition.	Medium
4.3 Explore opportunity to create a style palette for furniture and fixtures to ensure that the town maintains its scenic character.	Short
4.4 Consider public art to celebrate the town's rural, logging and rainforest heritage.	Short
4.5 Investigate opportunities to link the heritage items with a walking tour using QR codes.	Medium
4.6 Investigate opportunities for consistent signage through the town.	Short
4.7 Investigate upgrading and location of existing information centre.	Medium
4.8 Investigate opportunities to incorporate Acknowledgement of the Wangerriburra people into streetscape and public furniture design.	Short

*TIMING

The master plan timing reflects the priority of each project, categorised as short, medium, or long term. As a general guide: short-term projects are expected to occur within 2-4 years, medium-term projects within 4-10 years, and long-term projects within 10-20 years. These timeframes are indicative only.



5. CONSERVATION + SUSTAINABILITY

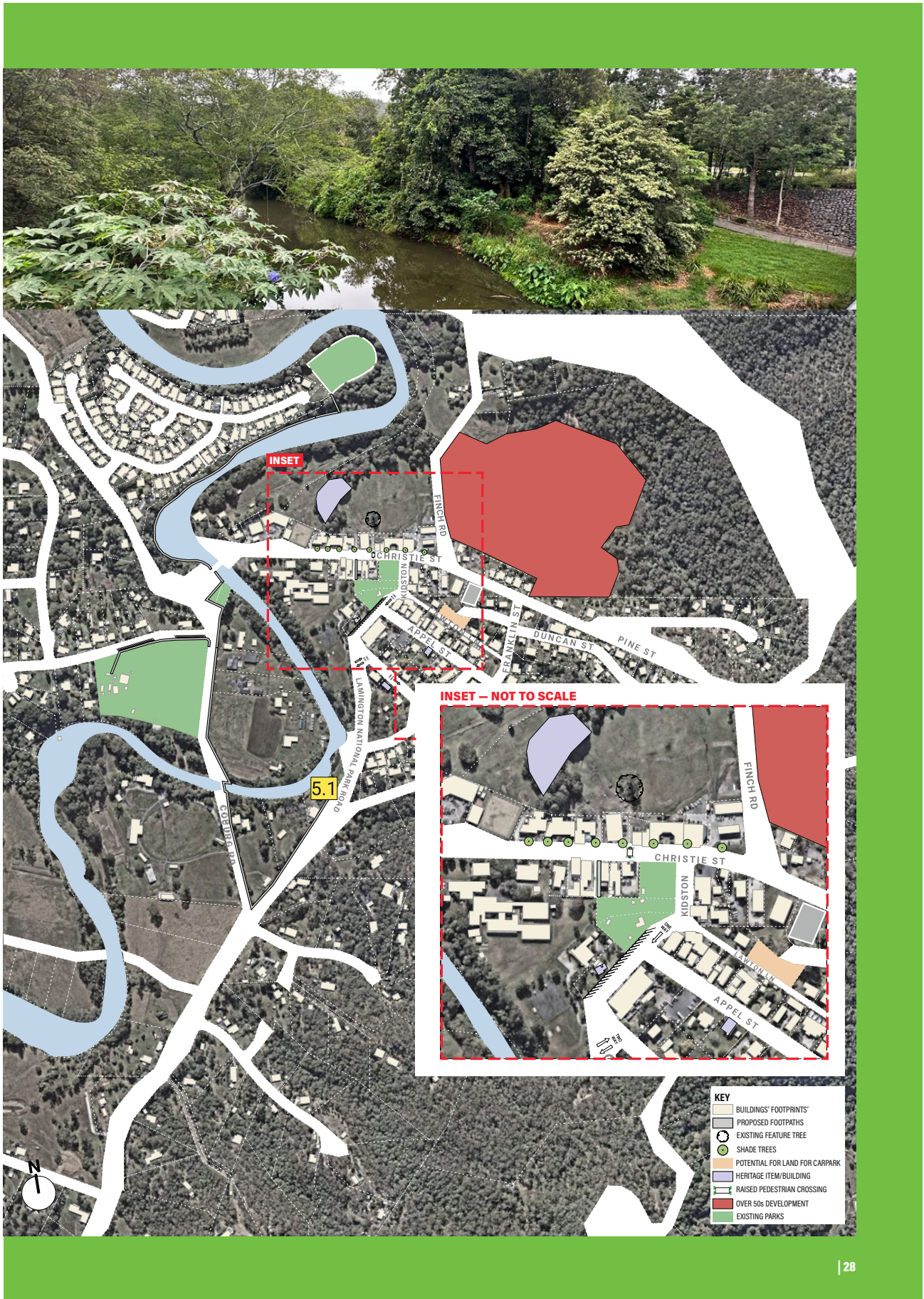
CONTINUE TO PROTECT AND EMBELLISH THE REGION'S NATURAL ENVIRONMENT

5.0 CONSERVATION + SUSTAINABILITY

Action	*Timing
5.1 Explore opportunities and continue working with Seqwater to ensure water security for the town.	Ongoing
5.2 Incorporate educational signage to celebrate the local rainforest flora and fauna.	Medium

***TIMING**

The master plan timing reflects the priority of each project, categorised as short, medium, or long term. As a general guide: short-term projects are expected to occur within 2–4 years, medium-term projects within 4–10 years, and long-term projects within 10–20 years. These timeframes are indicative only.



PROJECT SUMMARY

1.0 STREETS + PARKING

Action	*Timing
1.1 Investigate opportunity to extend Duncan Street to the south as an entry/exit to the Canungra School of Arts Hall car park, with wayfinding signs to direct traffic travelling from the east to turn left at Franklin Street to access this parking.	Short
1.2 Investigate options for parking restrictions along Christie Street to encourage people to park in dedicated parking area.	Short
1.3 Investigate opportunity to prioritise pedestrian movement on Christie Street allowing for street scape beautification i.e. tree planting, footpath widening, and new street furniture.	Medium
1.4 Investigate opportunity to install new vehicular and pedestrian bridge for Coburg Road, to replace existing causeway.	Medium
1.5 Investigate potential for Kidston Street to become one-way from Christie Street to the corner past the hotel. Investigate opportunity for angled parking and street trees to be installed on the school side of the retained bus stop.	Medium
1.6 Investigate opportunity to extend Duncan Street to the south as an entry/exit to the Canungra School of Arts Hall car park, with wayfinding signs to direct southbound traffic to turn left at Franklin Street to access this parking.	Short
1.7 Consider traffic slowing measures at entry from Pine Street hill into town. For example, street marking, gateway tree planting.	Short

2.0 CONNECTIONS

Action	*Timing
2.1 Investigate opportunity to install footpaths from Canungra Creek Lions Park through Coburg Road to Lamington National Park Road.	Short
2.2 Consider expanding footpath from the corner of Coburg and to Lamington National Park Road, to join the existing footpath near the water treatment plant.	Short
2.3 Investigate opportunities for parking to the rear of shops to improve pedestrian and commercial connections.	Medium
2.4 Investigate upgrading the existing creekside walkway from Canungra Creek Lions Park north along Canungra Creek to Riverbend Drive.	Medium
2.5 Investigate opportunities for a pedestrian walkway between commercial sites from DJ Smith Memorial Park to Christie Street.	Medium
2.6 Investigate a pedestrian walkway from the Canungra School of Arts Hall car park to Lawton Lane or Kidston Street.	Short

2.7 Investigate opportunity to install lighting along Coburg Road.	Short
2.8 Investigate opportunity to improve signage for cars travelling westward along Beaudesert-Nerang Road to turn into Coburg Road for Lamington National Park.	Short

3.0 COMMUNITY + SPACES

Action	*Timing
3.1 Investigate opportunity to upgrade Canungra Creek picnic area at the end of Riverbend Drive with new shelters and seating.	Short
3.2 Install CCTV in Canungra town centre.	Short
3.3 Consider future-proofing CCTV footage for community evolving needs.	Medium

4.0 CULTURE + HERITAGE

Action	*Timing
4.1 Investigate opportunities for a local heritage character protection zone around town centre.	Medium
4.2 Investigate active transport link and wayfinding for community spaces along Duncan Street linking through bushland to Lahey's Canungra Tramway Tunnel. Maintain and restore Lahey's Canungra Tramway Tunnel condition.	Medium
4.3 Explore opportunity to create a style palette for furniture and fixtures to ensure that the town maintains its scenic character.	Short
4.4 Consider public art to celebrate the town's rural, logging and rainforest heritage.	Short
4.5 Investigate opportunities to link the heritage items with a walking tour using QR codes.	Medium
4.6 Consistent signage through the town.	Short
4.7 Investigate upgrading and location of existing information centre.	Medium
4.8 Investigate opportunities to incorporate Acknowledgement of the Wangerriburra people into streetscape and public furniture design.	Short

5.0 CONSERVATION + SUSTAINABILITY

Action	*Timing
5.1 Explore opportunities and continue working with Seqwater to ensure water security for the town.	Ongoing
5.2 Incorporate educational signage to celebrate the local rainforest fauna and flora.	Medium

MATERIAL + FIXTURE INSPIRATION

This section defines the foundational material palette proposed for the master plan, a selection deeply inspired by the textures, colours, and enduring qualities of the region's natural environment. The objective is to specify materials for the public open spaces that are not only robust and sustainable but also create a strong and authentic visual connection to the local landscape.

The chosen materials—including natural stone, textured concrete, and warm timber tones—are intended to strike a deliberate balance. They honour Canungra's rustic, heritage-rich character while meeting the demands of modern functionality, accessibility, and longevity. This palette will ensure that the community's infrastructure feels integrated and timeless, supporting daily life and enhancing the existing town fabric. The result will be a cohesive and tactile environment that respectfully celebrates Canungra's history while building a resilient and connected future.



Figure 1: Example of sand-blasted concrete



Figure 2: Example of radial brick tree guard



Figure 3: Example of under canopy lighting



Figure 4: Example of rustic stone materials



Figure 5: Example of exposed aggregate

PLAY+ ART INSPIRATION

This section presents the curated vision for public play elements, furniture, and art within the draft master plan. The proposed selections are thoughtfully curated to transform public areas into dynamic and engaging environments. Each piece is designed to be not only functional and durable but also beautiful and deeply relevant to the local context, encouraging spontaneous community interaction and celebrating the unique identity of the Canungra region.

The overarching vision is to foster a cohesive and narrative-rich streetscape where every bench, sculpture, and play structure feels intrinsically linked to Canungra's character. By drawing inspiration from the area's natural beauty, rural heritage, and artistic spirit, these installations will support a vibrant community life, create memorable landmarks, and strengthen the town's distinctive sense of place for both residents and visitors. This integrated approach ensures that art and function are woven into the daily life of the town, creating an environment that is both inspiring and authentically Canungra.

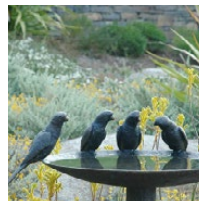


Figure 6: Example of bird bath sculpture



Figure 7: Example of corten steel sculpture



Figure 8: Example of signage providing education while contributing to the streetscape



Figure 9: Example of wooden bird box

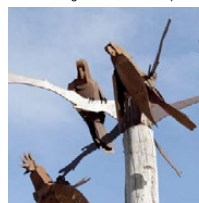


Figure 10: Example of corten bird sculpture

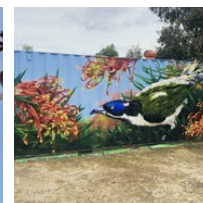


Figure 11: Example of bird mural



Figure 12: Example of First Nation's - inspired pathway art



Figure 13: Example of historical sign

SUPPORTING DOCUMENTS

- Scenic Rim Integrated Transport Plan 2025-2035
- Scenic Rim Growth Management Strategy 2041

Version	Date	Description of Change	Author	Approved by	Review date
0.6	May 2026	Inclusion of community consultation feedback and Committee feedback.	Complete Urban		
0.6	June 2026	Version endorsed.		Endorsed by Canungra Town Centre Master Plan Committee	



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11.4 Waste Collection Policy Exemption - Request for Additional General Waste Service to Support Medical Treatment

Executive Officer: Director Infrastructure Services

Item Author: Waste Reduction Program Officer / Acting Coordinator Waste Services

Attachments:

1. Waste Collection Policy (CP00040) [↓](#) 
2. Resident's request for an additional waste collection service - Confidential

Councillor Portfolio / Representation

Not applicable.

Local Government Area Division

This report relates to the whole Scenic Rim region.

Executive Summary

Council delivers safe, efficient and cost-effective waste collection services that support positive public health and environmental protection outcomes under its Waste Collection Policy (CP00040).

A recent review has identified the need to update the Policy to formally recognise and support residents undergoing home-based medical treatment who may generate additional waste as a result of their care requirements.

The proposed amendments to the Policy aim to establish a long-term, consistent framework for assistance. Endorsement is also sought for an interim measure to provide one additional 240 litre general waste bin to a resident currently receiving medical treatment at home, at no cost.

Recommendation

That:

1. Council authorise supply of one 240 litre general waste collection service to the resident, as identified in the attached confidential request, without additional charges for a 12-month period, effective immediately; and
2. Council endorse amendment of the existing Waste Collection Policy (CP00040) to include provisions for free kerbside general waste collection services for residents undergoing verified home-based medical treatment that can be demonstrated to require additional waste collection services.

Previous Council Considerations / Resolutions

Not applicable.

Report / Background

Council received a request for a complimentary additional kerbside general waste collection service from a resident to support the needs of additional bin space associated with ongoing medical treatment. The request was accompanied by a supporting letter from Ipswich Hospital.

Council's current Waste Collection Policy (CP00040) does not include discretionary provisions that allow Council staff to offer waste collection services without additional charges in these types of situations. It is understood that other adjoining local government areas (Ipswich City Council and Logan City Council) do provide services to assist residents undergoing home-based medical treatment.

In order to address this issue in a timely manner while a longer-term solution for future requests can be developed, it is proposed that:

- Council support a resolution to provide one free 240-litre general waste collection service for a defined period of time (nominally 12 months); and
- Council endorse a review of the current Waste Collection Policy, to include provisions enabling Council to provide support for residents requiring additional bin services associated with ongoing medical treatment.

If supported, it is anticipated that the policy review would be completed by 30 October 2026.

Budget / Financial Implications

The cost of an additional general waste collection service is \$324 (as stated in Council's adopted 2025-2026 Fees and Charges).

Since this is the first such request received by Council, it is not possible to estimate how many more requests may be received in the future. The total number of general waste collection services (requests received in the future) shall be multiplied by the prevailing general waste collection service charge to obtain the financial implication of this service.

Ipswich City Council and Logan City Council provides such a service accounting for 0.068% and 0.0007% (respectively) of the residents benefiting from this free service.

Strategic Implications*Corporate Plan 2025-2030*

Council's Corporate Plan 2025-2030 outlines the organisation's Vision, Mission and Values. Council's Values are Service, Resilience, Respect, Commitment.

Strategic Goal: Environment and Waste

Guiding Principle: Customer Responsiveness

Legal / Statutory Implications

Not applicable.

Risks

Strategic Risks

The following Level 1 and Level 2 (strategic) risks are relevant to the matters considered in this report:

SR51 Customer Experience - If Council has ineffective arrangements in place to ensure consistent, timely and high-quality customer communications and customer request management, this may negatively impact customers and limit Council's ability to fulfil its mission.

Risk Summary

Category	Explanation
Governance, Risk & Compliance Inability to provide free service to residents in need	Without revision of the Waste Collection Policy, and delegation of powers to Council officers to waive charges, Council would not be able to provide a free service to residents.
Financial/Economic Too many requests for a free collection service may create a financial burden for Council	To avoid illegitimate requests being received, it is essential to establish a system to verify the need of a free collection service and ensure regular checks are done to check if the service is required to continue or not
Reputation, Community & Civic Leadership Backlash from the community for not being able to support residents in need	It is good practice to support residents undergoing home based medical treatment. Other neighbouring councils already provide this service which would be compared by the community and our inability to provide the same service may be considered as ignorance of an essential service to the community.

Human Rights Implications

No human rights have been impacted by any actions recommended in this report.

Consultation

Internal

The Governance team confirmed that there is no delegation available to any Council officers to provide a free waste collection service and suggested an amendment in existing waste policy would be required for our ability to support such requests in the future.

Consultation was undertaken with Council’s Revenue and Rates Department to determine the feasibility of providing a free kerbside waste collection service within the current system. The Revenue and Rates Department confirmed that with appropriate instructions from management, they would be able to apply a \$0 charge for selected services.

External

Contact was made with Ipswich City Council to understand their processes for providing such services, including verification measures for confirming genuine medical needs.

Conclusion

Overall, the request highlights a gap in the current Waste Collection Policy (CP00040) in supporting residents undergoing home-based medical treatment. Providing an interim additional 240 litre general waste collection service at no cost will ensure timely support while aligning Council's approach with neighbouring local governments such as Ipswich City Council and Logan City Council. A policy review will establish a clear and consistent framework for managing similar requests in the future.

Options

Option 1

That:

1. Council authorise supply of one 240 litre general waste collection service to the resident, as identified in the attached request, without additional charges for a 12 month period, effective immediately; and
2. Council endorse amendment of the existing Waste Collection Policy (CP00040) to include provisions for free kerbside general waste collection services for residents undergoing verified home-based medical treatment that can be demonstrated to require additional waste collection services.

Option 2

That Council does not support providing a free waste collection service to the resident and nor an amendment to the existing Waste Collection Policy (CP00040).

Option 3

That Council request an amendment or further additional information in response to the report on the revision of the Waste Collection Policy (CP00040).



Council Policy Waste Collection

Policy Reference Number	CP00040	Choose an item Date	28/08/2024
Portfolio	Asset and Environmental Sustainability	Next Review Date	28/08/2027
Business Unit	Waste Services	Document ID	11188168

1. Purpose / Objective

The objective of this Policy is to outline how Council provides safe, efficient and cost effective waste collection services supporting positive public health and environmental protection outcomes.

2. Scope

This Policy applies to the kerbside service for the collection of general waste and recycling presented in mobile garbage bins (bins) provided by Council to residential, commercial and community premises on properties within the Waste Collection Area of the Scenic Rim local government area. The service scope covers the collection of waste in the provided bins and transport to locations for management such as disposal, processing, recycling or recovery.

3. Responsibility

The General Manager Asset and Environmental Sustainability are responsible for ensuring this policy is understood and adhered to.

The Coordinator Waste Services is responsible for ensuring the Policy:

- Aligns with all relevant legislation and government Policy;
- Aligns with Council requirements and strategies;
- Is implemented and monitored; and
- Is reviewed to evaluate its continuing effectiveness.

4. Policy

Council is committed to providing effective and efficient waste collection services. Council will achieve the policy objectives by making available a service for the removal of general waste from residential and commercial premises within the Waste Collection Area that are deemed serviceable. The service is a compulsory service in order to support equitable provision of this essential service.

Electronic version current uncontrolled copy valid only at time of printing.
 Document Name: Waste Collection Council Policy
 Document Maintained by: Asset and Environmental Sustainability
 Page 1 of 6

Current Version Reviewed – 28.08.2024
 Next Review Date – 28.08.2027

4.1. ELIGIBLE PREMISES

The following are eligible for kerbside waste collection services, when located within the Waste Collection Area and when safe servicing can occur.

Domestic Waste Collection

- Domestic/residential dwellings
- Community titles scheme residential dwellings
- New domestic/residential dwellings issued with Form 21 Certificate of Final Inspection
- Properties with buildings subject to temporary occupancy permits

Commercial (Non-Domestic) Waste Collection

- Commercial premises including premises used for community purposes
- Community titles scheme commercial (non-domestic) premises
- New commercial premises issued with either Form 21 Certificate of Final Inspection or Certificate of Classification for commercial premises
- Temporary servicing associated with construction projects

4.2. WASTE COLLECTION AREA

The Waste Collection Area is identified each year in Council's Revenue Statement and may be reviewed and varied by resolution of Council.

Provision of services outside the waste collection area shall be allowed at the discretion of Council.

4.3. SERVICE TYPES

The waste collection service offers a minimum dual collection service of a 240 litre general waste bin serviced kerbside once per week and a 240 litre recycling bin serviced kerbside once per fortnight.

The service consists of provision of bins for use and collection of materials within the bins when presented:

- to the Council nominated collection point,
- on the scheduled collection day

Emptying of bins will be undertaken by Council or a Council appointed contractor, subject to conditions further outlined in the policy.

Other types of Waste Collection Services as described in Council's Revenue Statement may be offered instead of, or in addition to, a dual domestic or dual commercial service if determined suitable by Council.

Waste collection services will be charged in accordance with the Revenue Statement.

The following service considerations are applicable:

4.3.1. Multi-residential and Multi-commercial Waste Collection Services

All dwellings within multi-residential or multi-commercial premises, including all individual units/offices/shops, that fall within the Waste Collection Area will be provided with a minimum dual collection service. If such a service is deemed unviable by a person authorised by Council, equivalent waste and recycling collection services may be arranged.

4.3.2. Infirm Service

An infirm service is a temporary service that may be offered to residents who are unable to place bins for collection due to medical reasons or reasons deemed suitable by a person authorised by Council. An infirm

service provides for servicing of bins on property at a collection point agreed with Council and provides permission to enter the premises to retrieve, empty and return the bins to the agreed location.

An infirm service is available when no other support is available to place bins at the Council nominated kerbside collection point. Other support may include, an able bodied resident at the same dwelling or assisted living services provided to the resident.

4.3.3. Combined Domestic/Residential and Commercial Premises

In the case of premises involving combined domestic/residential and commercial activities on the one property title, the following applies:

- If the quantity of waste and recycling generated by the total activity at the premises can be handled by a single dual collection service, then such a service will be provided and be charged as a domestic dual collection service.
- Where more than a single dual collection service is required to handle the quantity of waste or recycling generated, additional services will be supplied and charged for as commercial waste services.
- Where a combine premises has a private bulk bin service, a minimum dual wheeled bin domestic service will still be required for each dwelling on the premises.

4.3.4. School Recycling Services

Commercial recycling collection services shall be provided free of charge to schools if Council is providing an existing commercial general waste collection service. Quantities of recycling bins to be negotiated with Council on application.

4.4. PROVISION AND CARE OF BINS

Waste and recycling 240 litre bins will be supplied and are not the property of the occupant or user.

Bins are allocated to premises and should remain at the premises at all times unless removed by Council or the Council authorised contractor.

It is the responsibility of the occupier to maintain cleanliness of the waste and recycling bins allocated and to store the bin between collections.

In the event of a bin, provided by Council, being damaged, stolen, or otherwise unserviceable, when Council becomes aware the bin will be repaired or a replacement provided.

4.5. CONDITIONS OF SERVICE PROVISION

The provision of kerbside waste collection service is subject to the following by the Occupier using the service:

- Use of the Council provided and approved bins associated with the dwelling/premises;
- Presentation of bins at the Council nominated collection point in manner that does not cause a traffic or property damage hazard, for example, away from other vehicles, overhanging trees and fences;
- Presentation of bins for collection by 6:00am on the collection day scheduled by Council and removal within the same day;
- Bins are free from Prohibited Waste, less than 70kg and able to be closed, free of protrusions;
- Recycling bins contain recyclable materials only

Waste or recycling bins that do not meet the above requirements may not be serviced and it will be the responsibility of the Occupant to lawfully dispose of the waste.

If a bin is not serviced due to one or more of the above circumstances, it will be serviced on the next scheduled collection day, provided it complies with the requirements.

No credit or refund of waste collection charges will be given where collection is refused as a result of non-compliance with the above requirements.

4.6. EXEMPTIONS

Exemptions may be granted to properties from receipt of the minimum waste collection service where:

- Premises satisfy criteria specified in Council's Revenue Statement;
- Dwellings are deemed to have been demolished or rendered uninhabitable;
- Council receives prior notice that premises will be unoccupied for a period of 6 months or more;
- Council receives proof from a commercial premises that an existing private bulk bin service is engaged at the premises;
- Council, or a Council authorised contractor deems it impractical or unsafe to collect¹, store or present containers;
- Council provides another type of waste and/or recycling service other than the standard dual service; or
- Premises within the Waste Collection Area being used for a community service and either a collection service is not required or suitable alternative waste and/or recycling service arrangements are in place.

Decisions to grant exemptions which satisfy any of the above criteria may be made at the discretion of a Council Authorised Person. The period an exemption applies will be determined by Council. Exemptions will not be granted on the grounds that:

- The property driveway is lengthy; or
- The collection service available to the property is not being utilised.

4.7. PROVISION OF ADDITIONAL SERVICES

Where a property owner wishes to increase the service level provided, the owner or authorised agent of the owner must make written application to Council setting out the proposed variation and the reason for the variation.

Additional services on offer, and associated charges shall be described in Council's Revenue Statement, and are subject to the same conditions of service provision.

4.8. FAILURE TO CONDUCT A COLLECTION

Due to extreme weather or other circumstances, it may not be possible to conduct a service on the scheduled collection day. Council shall endeavour to undertake the service by the next practicable collection day.

In the case of significant or prolonged service interruptions due to natural disasters Council shall attempt to notify occupants of service delays, alternative waste management options or resumption of services, as relevant.

There shall be no recourse on Council or refunds payable for missed or delayed collections.

¹ As per Section 313A of the *Transport Operations (Road Use Management - Road Rules) Regulation 2009*, drivers of waste collection vehicles have special exemption from various road rules to facilitate the roadside collection process.

4.9. RISK MANAGEMENT

Council acknowledges that the process of waste collection on public lands involves inherent risks.

Where safety concerns are identified safety checks will be carried out and mitigation measure implemented where appropriate.

All new service requests will assessed prior to the commencement of the service.

If, in order to provide a safe service, a collection point is identified that is not on the kerbside, Council will only provide the service if Council and relevant Council appointed contractors are indemnified against any claims for damages from the property owner. The indemnity must take the form requested by Council.

If a review or new service request determines a collection point has safety concerns that can not be mitigated, an alternative collection point can not be identified and no suitable alternative service can be identified, the location will be considered exempt from the minimum service.

5. Definitions

Collection Point means a location deemed suitable for the collection of bins, usually at the front of a property on the nature strip or road verge but can vary if another collection point is deemed more suitable.

Commercial premises means a property or single unit deemed by Council to be used for purposes other than domestic / residential purposes.

Domestic/residential premises means a dwelling including dwelling house, dual occupancy, dwelling unit, secondary dwelling or multiple dwelling as defined in the *Planning Regulation 2017* or current regulation as amended.

General waste means solid materials that are surplus to or by-products of processes that can be reasonably expected to be undertaken at a residential premises, excluding recycling and prohibited wastes, as further described on Council's website.

Mobile garbage bin means container for the temporary storage of a specified waste stream such as general waste or recycling.

Multi-residential means dual occupancy and multiple dwelling as defined in the *Planning Regulation 2017* or current regulation as amended.

Multi-commercial means a building or complex where more than one single unit used for commercial/industrial nature exists.

Occupier means the person who has the control or management of the premises or dwelling.

Prohibited waste means waste that is prohibited from disposal through the collection service due to health and safety hazards associated with the waste. Prohibited wastes include batteries and chemicals as described on Council's website.

Recycling means Co-mingled materials consisting of hard plastics, glass, metal, paper and cardboard as specified on Council's website.

Scheduled collection day means the Council nominated day/s that a bin is intended to be serviced on a regular schedule.

Waste Collection Area means areas identified annually in Council's Revenue Statement.

Waste collection service means - a regular and recurrent collection of waste material from bins for recovery, recycling or disposal.

6. Related Legislation and Documents

Local Government Act 2009

Planning Act 2016

Planning Regulation 2017

Waste Reduction and Recycling Act 2011

Waste Reduction and Recycling Regulation 2023

Environmental Protection Act 1994

Environmental Protection Regulation 2019

Transport Operations (Road Use Management - Road Rules) Regulation 2009

Council's Revenue Statement

Revenue Council Policy

Scenic Rim Regional Council Waste Management and Resource Recovery Strategy 2021 - 2026

Local Law No. 5 (Waste Management) 2018

This Policy supports the Scenic Rim Regional Council Corporate Plan 2026, in particular theme - Accessible and Serviced Region

7. Version Information

Version No	Adoption Date	Key Changes	Approved by
1	15.12.2009	New Policy	Ordinary Meeting
2	27.04.2010	Alignment with the Revenue Policy and inclusion of a Temporary Cancellation of Service provision.	Ordinary Meeting
3	31.01.2012	Amendment to adjust <i>Local Government Act</i> reference to 2009.	Ordinary Meeting
4	27.05.2014	Clarification and simplification amendments were made along with the inclusion of an opt-in provision for community and not for profit groups.	Ordinary Meeting
5	03.02.2020	New template update in accordance with Council Policy Framework.	Ordinary Meeting
6	28.08.2024	New template update and change of Policy number. Item 13.9	Scenic Rim Regional Council

Electronic version current uncontrolled copy valid only at time of printing.

Document Name: Waste Collection Council Policy
 Document Maintained by: Asset and Environmental Sustainability
 Page 6 of 6

Current Version Reviewed – 28.08.2024
 Next Review Date – 28.08.2027


Corporate and Community Services

11.5 Unaudited Monthly Financial Report for May 2026

Executive Officer: Director Corporate and Community Services

Item Author: Coordinator Financial Management

Attachments:

1. Unaudited Monthly Financial Report May 2026 [↓](#) 

Councillor Portfolio / Representation

Not applicable.

Local Government Area Division

This report relates to the whole Scenic Rim region.

Executive Summary

This report seeks Council's endorsement of the Unaudited Monthly Financial Report for May 2026.

Recommendation

That Council receive the Unaudited Monthly Financial Report for May 2026.

Previous Council Considerations / Resolutions

Not applicable.

Report / Background

The Unaudited Monthly Financial Report provides information on Council's actual to budget performance. The graphical representation of key performance indicators provides key summary financial information.

The financial position remains aligned to the budget which has forecast a deficit position that is currently offset by grant timing in the statutory reporting format. There will be a continued focus to manage the actual result by oversight on spending as the end of financial year approaches.

There remains growing uncertainty of the impacts associated with the geo-political situations across the world and the impact on council operations, which continues to be monitored.

Without the prepayment of grant funds that has been forecast, it is likely that Council will continue to realise a deficit operating position for this financial year.

The capital spend with a revised budget of \$73M is also now subject to outside factors brought about by geopolitical risks, so with only one month of spend still to come, it will require continued oversight to ensure delivery remains on track with no additional constraints on resourcing and supply arrangements. At the time of reporting the actual spend was almost \$58M which leaves a significant volume to be spent in the last month including year end accruals.

Budget / Financial Implications

The budget/financial implications are reflected within Attachment 1.

Strategic Implications

Corporate Plan 2025-2030

Council's Corporate Plan 2025-2030 outlines the organisation's Vision, Mission and Values. Council's Values are Service, Resilience, Respect, Commitment.

Strategic Goal: Not applicable

Guiding Principle: Financial Sustainability

Legal / Statutory Implications

Section 204 of the *Local Government Regulation 2012* requires the Chief Executive Officer to present a financial report to Council on a monthly basis.

Risks

Strategic Risks

The following Level 1 and Level 2 (strategic) risks are relevant to the matters considered in this report:

CR1 Financial Sustainability - Council may be unable to maintain its financial and infrastructure capital over the long term.

Risk Summary

Category	Explanation
Financial/Economic Inaccurate or untimely management reporting	Actual performance is reported against budget on a monthly basis to the Executive Team and Council.
Financial/Economic Failure to develop and implement procedures to manage cash and investments	A monthly investment report is provided to the Executive Team and Council that reports actual performance against investment limits. The Statement of Cashflows also provides oversight to the cash balances and movements.
Financial/Economic Failure to manage outstanding debtors	A monthly debtors report is provided to the Executive Team and Council including a chart showing total outstanding debtors and debtors greater than 90 days overdue.

Human Rights Implications

No human rights have been impacted by any actions recommended in this report.

Consultation

The Executive Leadership Team and Managers have reviewed the actual to budget performance for their relevant directorates.

Conclusion

The Unaudited Monthly Financial Report provides information on the actual to budget position at financial statement level.

OptionsOption 1

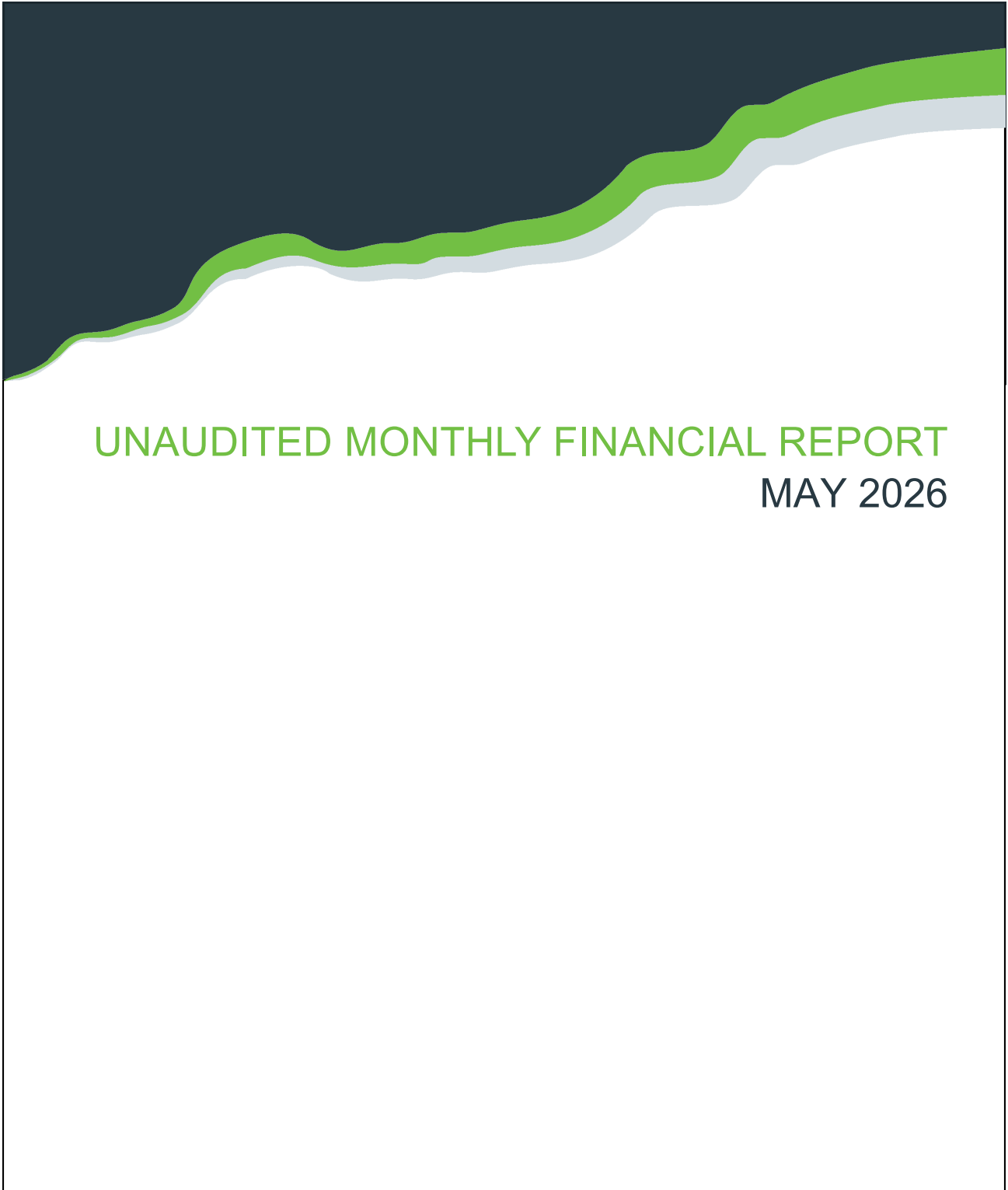
That Council receive the Unaudited Monthly Financial Report for May 2026.

Option 2

That Council request further information or an amendment to Unaudited Monthly Financial Report for May 2026.

Option 3

That Council not accept the Unaudited Monthly Financial Report for May 2026.



UNAUDITED MONTHLY FINANCIAL REPORT MAY 2026



Executive Summary

Summary of the Unaudited Monthly Financial Report for May 2026:

The actual Net Operating Surplus/(Deficit) to the end of May was \$16.310 million (compared to a budget for the same period of \$13.480 million).

Net operating surplus / (deficit): **\$2.830 million higher than budgeted expectations**

- Operating revenue \$0.478 million higher than budgeted expectations.
- Operating expenditure \$2.352 million lower than budgeted expectations.

Operating revenue: **\$0.478 million 0.4% higher than budgeted expectations**

- Fees and charges are \$0.579 million 6.0% lower than anticipated for development assessment, plumbing and building assessment and refuse tipping fees.
- Interest received is \$0.312 million 7.9% higher than budget due to higher than anticipated interest rates and cash levels.
- Recoverable works revenues are \$0.864 million 16% higher than budgeted expectations (largely offset by higher expenditure).
- Grants and subsidies are \$0.950 million lower than anticipated due largely to timing with receipt of funding for natural disaster recovery and resilient rivers programs.
- Other revenues are \$0.712 million 16% higher than budgeted expectations due largely to unbudgeted insurance receipts and workers compensation refunds.

Operating expenditure: **\$2.352 million 2.3% lower than budgeted expectations**

- Employee Expenses is \$1.647 million 3.8% lower than anticipated due largely to the bulk of the EB increase not being paid to date and staff vacancies.
- Employee expenses allocated to capital is \$1.709 million 26% less than forecast with the variance principally in the areas of the Works Team and Design and Survey due largely to staff vacancies.
- Materials and services are \$735 million 1.8% lower than forecast due largely to an underspend in other materials and services. This is offset by lower than forecast internal fleet internal plant hire recoveries. Refer to Note 5 (Page 7 of 12) for more detail.
- Depreciation is \$1.670 million 6.7% lower than forecast due largely to a budget allowance for new and upgraded assets and a change in depreciation methodology for unsealed road pavements.

Capital expenditure: **\$4.849 million 7.7% lower than budgeted expectations**

- Refer to Note 6 (Page 8 of 12) for more detail.

Capital revenue: **\$8.804 million 21% higher than budgeted expectations**

- Refer to Note 8 (Page 9 of 12) for more detail.

Statement of financial position

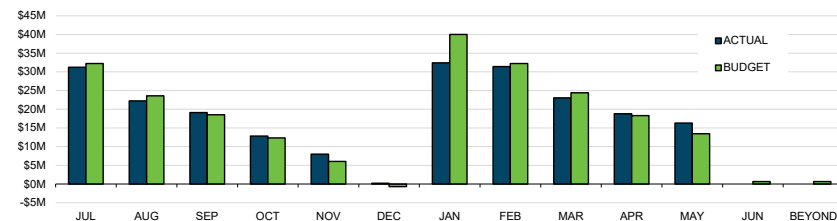
- Cash and investments: \$10.804 million higher than budgeted expectations due to higher operating surplus, higher capital revenue, lower capital expenditure and movements in receivables and payables.

Financial performance and position



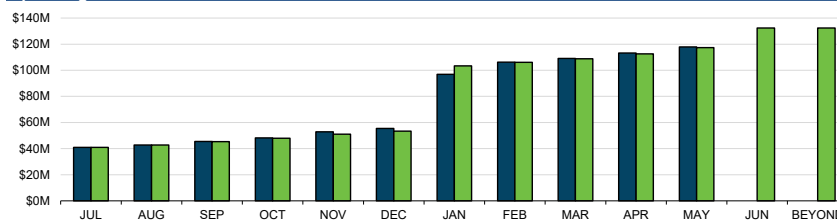
1. KEY PERFORMANCE INDICATORS

Net operating surplus / (deficit)



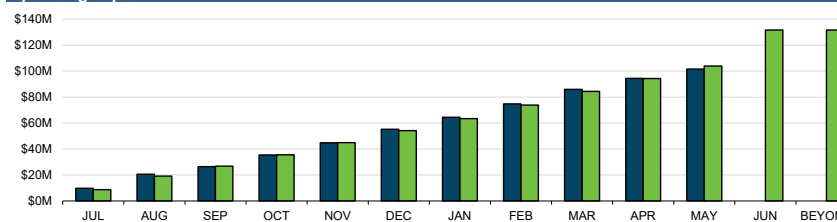
Ahead of budgeted expectations by > 10%
Var. = \$2.8M / 21.0%

Operating revenue



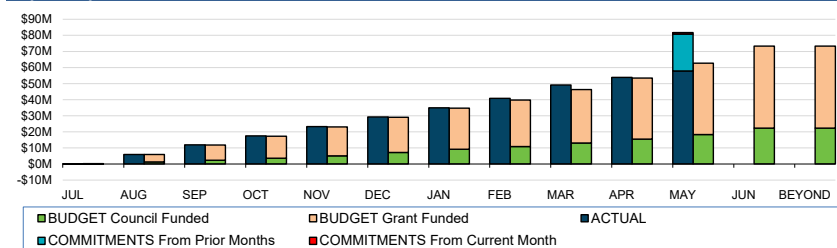
Within 10% of budgeted expectations
Var. = \$0.5M / 0.4%

Operating expenditure



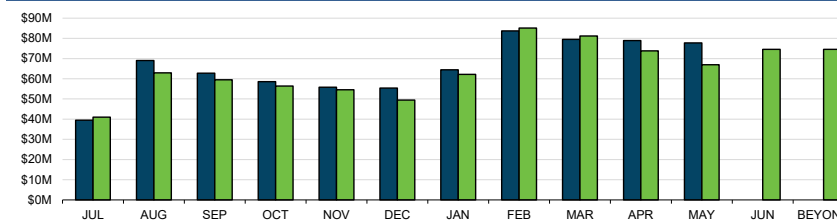
Within 10% of budgeted expectations
Var. = \$-2.4M / -2.3%

Capital expenditure



Within 10% of budgeted expectations
Var. = \$-4.8M / -7.7%

Cash



Ahead of budgeted expectations by > 10%
Var. = \$10.8M / 16.1%

Legend:



Financial performance and position



2. STATEMENT OF COMPREHENSIVE INCOME

STATEMENT OF COMPREHENSIVE INCOME For the Period Ending 31-May-2026

		Annual Original Budget \$000	Annual Revised Budget \$000	YTD Revised Budget \$000	YTD Actual \$000	YTD Variance \$000
Operating revenue						
Rates and utility charges	Note 1	\$79,515	\$79,330	\$79,330	\$79,453	\$123
Discounts and pensioner remissions		(\$2,255)	(\$2,210)	(\$2,210)	(\$2,213)	(\$3)
Fees and charges	Note 2	\$10,592	\$10,672	\$9,577	\$8,998	(\$579)
Interest received		\$4,158	\$4,323	\$3,965	\$4,277	\$312
Recoverable works		\$5,964	\$5,964	\$5,374	\$6,237	\$864
Grants, subsidies, contributions and donations		\$9,001	\$26,163	\$16,849	\$15,899	(\$950)
Share of profit from associates		\$2,759	\$2,759	\$0	\$0	\$0
Other revenues	Note 3	\$5,727	\$5,328	\$4,502	\$5,214	\$712
Total Operating revenue		\$115,461	\$132,329	\$117,388	\$117,866	\$478
Operating expenditure						
Employee expenses		\$50,829	\$49,593	\$43,834	\$42,187	\$1,647
Employee expenses allocated to capital		(\$7,677)	(\$7,606)	(\$6,663)	(\$4,954)	(\$1,709)
Net operating employee expenses		\$43,152	\$41,987	\$37,171	\$37,233	(\$62)
Materials and services	Note 4	\$46,227	\$61,242	\$40,789	\$40,055	\$735
Finance costs		\$1,131	\$1,131	\$887	\$879	\$9
Depreciation and amortisation		\$27,305	\$27,305	\$25,061	\$23,390	\$1,670
Total Operating expenditure		\$117,815	\$131,665	\$103,908	\$101,556	\$2,352
NET OPERATING SURPLUS / (DEFICIT)		(\$2,353)	\$663	\$13,480	\$16,310	\$2,830
Capital revenue						
Capital grants and subsidies		\$4,540	\$66,526	\$39,276	\$46,966	\$7,690
Infrastructure charges		\$2,586	\$2,586	\$2,210	\$3,324	\$1,114
Total capital revenue		\$7,126	\$69,112	\$41,486	\$50,290	\$8,804
NET SURPLUS / (DEFICIT)		\$4,772	\$69,775	\$54,966	\$66,600	\$11,634

Financial performance and position



3. STATEMENT OF FINANCIAL POSITION

STATEMENT OF FINANCIAL POSITION					
As at 31-May-2026					
	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Revised Budget \$000	YTD Actual \$000	YTD Variance \$000
Current assets					
Cash and Investments	\$33,346	\$74,569	\$66,920	\$77,724	\$10,804
Receivables	\$12,100	\$12,100	\$11,449	\$11,413	(\$36)
Inventories	\$900	\$900	\$900	\$1,196	\$296
Other Current Assets	\$1,000	\$2,100	\$0	\$0	\$0
Total current assets	\$47,346	\$89,669	\$79,268	\$90,332	\$11,064
Non-current assets					
Receivables	\$14,676	\$14,676	\$14,676	\$14,676	\$0
Other Financial Assets	\$43,450	\$39,479	\$37,372	\$37,372	\$0
Property, Plant and Equipment and Intangibles	\$1,300,867	\$1,433,689	\$1,402,074	\$1,398,024	(\$4,050)
Total non-current assets	\$1,358,993	\$1,487,844	\$1,454,121	\$1,450,072	(\$4,049)
TOTAL ASSETS	\$1,406,339	\$1,577,513	\$1,533,389	\$1,540,404	\$7,015
Current liability					
Trade and Other Payables	\$11,000	\$11,000	\$5,000	\$971	\$4,029
Borrowings	\$2,524	\$2,524	\$0	\$0	\$0
Provisions	\$10,400	\$10,400	\$12,865	\$12,670	\$195
Other Current Liabilities	\$1,395	\$1,395	\$30	\$304	(\$274)
Total current liability	\$25,319	\$25,319	\$17,895	\$13,946	(\$3,949)
Non-current liability					
Borrowings	\$34,338	\$34,333	\$37,473	\$37,479	(\$6)
Provisions	\$4,219	\$4,219	\$3,417	\$3,417	\$0
Other Non-Current Liabilities	\$0	\$0	\$1,395	\$1,395	\$0
Total non-current liability	\$38,557	\$38,552	\$42,285	\$42,291	\$6
TOTAL LIABILITIES	\$63,876	\$63,871	\$60,180	\$56,237	(\$3,943)
NET ASSETS	\$1,342,463	\$1,513,642	\$1,473,209	\$1,484,167	\$10,958

Financial performance and position



4. STATEMENT OF CASH FLOWS

STATEMENT OF CASH FLOWS					
As at 31 May 2026					
	Annual Original Budget \$'000	Annual Revised Budget \$'000	YTD Revised Budget \$'000	YTD Actuals \$'000	YTD Variance \$'000
Cash flows from operating activities					
Receipts from Customers	98,036	113,391	111,562	98,635	12,927
Payments to Suppliers and Employees	-89,604	-108,386	-81,334	-81,341	6
	8,433	5,005	30,228	17,294	12,934
Receipts:					
Interest Received	4,158	4,323	3,965	4,277	-312
Operating Grants, Subsidies, Contributions and Donations	9,001	26,163	16,849	15,899	950
Payments:					
Interest Expense	-906	-906	-680	-686	6
Net Cash Inflow / (Outflow) from Operating Activities	20,686	34,585	50,363	36,785	13,578
Cash flows from investing activities					
Receipts:					
Proceeds from Sale of Property, Plant & Equipment	7,762	13,223	10,823	10,347	477
Dividend Received from Associate	1,303	1,303	652	651	0
Capital Grants, Subsidies, Contributions and Donations	7,126	58,394	30,769	51,180	-20,411
Payments:					
Payments for Property, Plant & Equipment	-29,091	-80,092	-73,460	-69,017	-4,442
Net Cash Inflow / (Outflow) from Investing Activities	-12,900	-7,172	-31,216	-6,839	-24,377
Cash flows from financing activities					
Receipts:					
Proceeds from Borrowings	0	0	0	0	0
Payments:					
Repayment of Borrowings	-2,466	-2,465	-1,849	-1,843	-5
Net Cash Flow inflow / (Outflow) from Financing Activities	-2,466	-2,465	-1,849	-1,843	-5
Net Increase/(Decrease) in Cash	5,320	24,947	17,298	28,102	-10,804
plus: Cash & Cash Equivalents - beginning of year	28,026	49,622	49,622	49,621	1
Cash & Cash Equivalents - end of the year	33,346	74,569	66,920	77,724	-10,804

Financial performance and position



5. NOTES TO FINANCIAL STATEMENTS

NOTE 1 - RATES AND UTILITY CHARGES ANALYSIS

For the Period Ending 31-May-2026

	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Revised Budget \$000	YTD Actual \$000	YTD Variance \$000
Rates and utility charges					
General Rates	\$54,073	\$53,888	\$53,888	\$53,857	(\$31)
Separate Charge Community Infrastructure	\$12,882	\$12,882	\$12,882	\$12,879	(\$3)
Waste Disposal Charge	\$763	\$763	\$763	\$721	(\$43)
Environmental Charge	\$1,050	\$1,050	\$1,050	\$1,026	(\$24)
Waste Collection Charge	\$10,747	\$10,747	\$10,747	\$10,970	\$223
Total rates and utility charges	\$79,515	\$79,330	\$79,330	\$79,453	\$123

NOTE 2 - FEES AND CHARGES ANALYSIS

For the Period Ending 31-May-2026

	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Revised Budget \$000	YTD Actual \$000	YTD Variance \$000
Fees and charges					
Development Assessment	\$2,220	\$2,220	\$2,040	\$1,560	(\$480)
Plumbing Certification	\$2,620	\$2,620	\$2,398	\$2,185	(\$213)
Other Building and Property Related Revenue	\$1,435	\$1,435	\$1,316	\$1,345	\$29
Refuse Tipping Fees	\$2,137	\$2,217	\$1,884	\$1,728	(\$156)
Animal Management Licences	\$277	\$277	\$241	\$282	\$41
Food Licences	\$221	\$221	\$192	\$236	\$43
Cemetery Fees	\$434	\$434	\$398	\$411	\$13
Moogerah Caravan Park Fees	\$1,014	\$1,014	\$930	\$935	\$6
Other Fees and Charges	\$236	\$236	\$178	\$317	\$139
Total fees and charges	\$10,592	\$10,672	\$9,577	\$8,998	(\$579)

NOTE 3 - OTHER REVENUES ANALYSIS

For the Period Ending 31-May-2026

	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Revised Budget \$000	YTD Actual \$000	YTD Variance \$000
Other revenues					
Logan City Council Waste Charges	\$3,265	\$2,765	\$2,284	\$2,262	(\$22)
Tax Equivalents - Urban Utilities	\$1,011	\$1,011	\$840	\$925	\$85
Other	\$1,451	\$1,552	\$1,378	\$2,028	\$650
Total other revenues	\$5,727	\$5,328	\$4,502	\$5,214	\$712

Financial performance and position



5. NOTES TO FINANCIAL STATEMENTS CONTINUED

NOTE 4 - MATERIALS AND SERVICES ANALYSIS

For the Period Ending 31-May-2026

	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Revised Budget \$000	YTD Actual \$000	YTD Variance \$000
Materials and services					
Subscriptions	\$420	\$420	\$385	\$366	(\$18)
IT Systems Maintenance	\$3,230	\$3,276	\$2,955	\$3,018	\$63
Office Expenditure	\$722	\$534	\$481	\$502	\$21
Recoverable Works	\$2,821	\$2,821	\$2,524	\$3,241	\$717
Disaster Event Emergent Works & CDO	\$0	\$505	\$505	\$1,256	\$751
Fleet IPH Recoveries	(1) (\$13,191)	(1) (\$13,191)	(1) (\$12,091)	(1) (\$10,157)	\$1,934
Grants	\$553	\$555	\$534	\$499	(\$35)
Legal Expenses	\$1,345	\$1,545	\$1,316	\$1,079	(\$237)
Waste Collection Contract	\$3,100	\$3,100	\$2,584	\$2,561	(\$23)
Insurance	\$790	\$790	\$786	\$808	\$22
Economic Development	\$1,494	\$1,563	\$1,190	\$651	(\$539)
Maintenance and Operations	\$26,783	\$29,567	\$24,554	\$24,045	(\$509)
721600 - Road Maintenance	\$5,037	\$5,037	\$4,614	\$4,628	\$14
721601 - Bridge Maintenance	\$364	\$418	\$383	\$398	\$15
721611 - Urban Approaches and Town Centres Maintenance	\$756	\$756	\$636	\$778	\$142
721612 - Road Furniture Projects	\$42	\$42	\$38	\$13	(\$25)
721613 - Resheeting	\$1,655	\$1,905	\$1,767	\$1,654	(\$113)
721614 - Shoulder Resheeting	\$639	\$639	\$585	\$886	\$301
729283 - Weed Treatment Council Roadsides	\$10	\$10	\$8	\$9	\$0
729316 - Road Corridor Management	\$67	\$67	\$61	\$9	(\$52)
EXP20112-M&O-Parks, Gardens, Cemeteries	\$2,332	\$2,332	\$1,974	\$1,962	(\$12)
EXP20113-M&O-Fleet	\$4,074	\$4,401	\$4,098	\$3,893	(\$206)
EXP20114-M&O-Waste Disposal	(2) \$5,361	\$7,599	\$4,730	\$4,380	(\$350)
EXP20125-M&O-Facility Operations	\$4,734	\$4,711	\$4,173	\$4,196	\$24
EXP20126-M&O-Facility Maintenance	\$1,549	\$1,472	\$1,323	\$1,185	(\$138)
EXP20127-M&O-Facility Maintenance Scheduled	\$164	\$179	\$163	\$54	(\$108)
Transfer Station Operations	\$906	\$906	\$825	\$999	\$174
Grant Funded Expenditure	\$3,127	\$13,331	\$1,711	\$1,674	(\$37)
Other Material and Services	\$14,128	\$15,522	\$12,531	\$9,511	(\$3,020)
721001 - External Audit	\$161	\$161	\$161	\$51	(\$110)
721052 - Consultant Town Planning	(3) \$92	\$392	\$18	\$399	\$382
721069 - Consultant Other	\$468	\$577	\$424	\$324	(\$100)
721150 - SRRC Planning Scheme	\$200	\$200	\$185	\$51	(\$134)
729190 - Gravel Quarry Recoveries	(\$40)	(\$40)	(\$30)	(\$131)	(\$101)
729148 - Asset Condition Assessments	\$445	\$445	\$409	\$189	(\$220)
729200 - Internal Charge - Vehicle Allocation	\$2,379	\$2,252	\$2,064	\$1,806	(\$258)
729048 - Conservation Partnerships	\$162	\$162	\$135	\$34	(\$102)
729240 - Asset Management Corporate	(4) \$0	\$0	\$0	\$266	\$266
729437 - Flood & Stormwater Modelling Phase 1 (Flash Flooding)	\$100	\$189	\$100	\$0	(\$100)
729445 - Waste Trials & Investigations	\$160	\$160	\$160	\$1	(\$159)
729460 - Concept planning and design of key LGIP Trunk infrastructure	\$150	\$150	\$150	\$0	(\$150)
729543 - ICT Strategy Implementation	(5) \$2,012	\$2,012	\$1,500	\$460	(\$1,040)
729558 - Works at Hereford St Depot Stockpile Site	(6) \$0	\$350	\$350	\$40	(\$310)
729999 - Sundry / Miscellaneous / Other Expenditure	\$7,840	\$8,812	\$6,905	\$6,021	(\$884)
Total materials and services	\$46,227	\$61,242	\$40,789	\$40,055	(\$735)

Comments on significant materials and services variances:

- (1) Fleet IPH Recoveries - lower than anticipated internal recoveries for utilities \$686 thousand (review of bookings to be undertaken with custodians), medium trucks \$401 thousand (recoveries in line with operational requirements and mechanical repairs) and other heavy plant \$450 thousand (recoveries in line with operational requirements and mechanical repairs).
- (2) M&O - Waste Disposal - Higher than anticipated expenses for central landfill internal plant hire \$201 thousand. Lower expenditure for leachate management \$642 thousand due to timing.
- (3) 721052 - Consultant Town Planning - consultant costs remain high to complete substantial workloads resulting from ongoing staff vacancies (offset by employee vacancy savings) and increased number of applications.
- (4) 729240 - Asset Management - costs largely relate to contract employment (offset by employee vacancy savings) and asset data services.
- (5) 729543 - ICT Strategy - timing with expenditure for the ICT Strategy project (commitments raised).
- (6) 729558 - Works at Hereford St Depot Stockpile Site - awaiting results from site audit. Project to be finalised this financial year if possible.

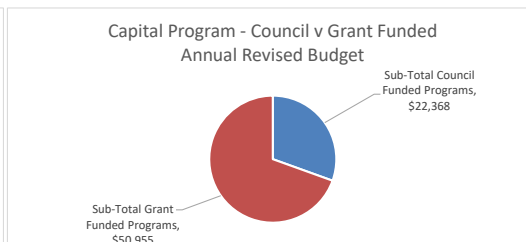
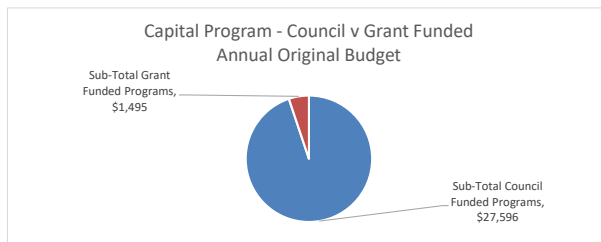
Financial performance and position



6. CAPITAL EXPENDITURE

For the Period Ending 31-May-2026

	Annual		YTD	YTD	YTD	Beyond June 2026 Revised Budget \$000	
	Commitments \$000	Original Budget \$000	Revised Budget \$000	Actual \$000	Variance \$000		
Library Services	\$73	\$364	\$374	\$323	\$291	(\$32)	\$0
Cultural Services	\$41	\$54	\$169	\$140	\$61	(\$79)	\$0
Facilities Maintenance	\$905	\$2,827	\$2,936	\$2,041	\$1,222	(\$819)	\$0
Parks	\$52	\$172	\$987	\$590	\$204	(\$386)	\$0
Waste Services	\$0	\$35	\$35	\$27	\$0	(\$27)	\$0
Commercial and Property Services	\$58	\$0	\$350	\$300	\$214	(\$86)	\$0
Design and Survey	\$0	\$30	\$218	\$136	\$34	(\$102)	\$0
Project Delivery	\$883	\$900	\$516	\$293	\$191	(\$103)	\$0
Asset Management	\$4	\$0	\$89	\$89	\$87	(\$1)	\$0
Road Maintenance	(\$39)	\$665	\$703	\$531	\$187	(\$344)	\$0
Capital Works	\$1,996	\$7,043	\$3,845	\$3,644	\$3,612	(\$32)	\$0
Structures and Drainage	\$125	\$4,249	\$3,164	\$1,987	\$1,441	(\$546)	\$0
Fleet Management	\$1,131	\$4,663	\$3,118	\$2,699	\$1,813	(\$886)	\$0
Waste Operations	\$478	\$792	\$3,494	\$3,301	\$3,182	(\$118)	\$0
Reseals	\$0	\$5,802	\$2,370	\$2,209	\$2,021	(\$188)	\$0
Sub-Total Council Funded Programs	\$5,707	\$27,596	\$22,368	\$18,309	\$14,560	(\$3,749)	\$0
Grant Funded Programs							
Grant-Bushfire Recovery Exceptional Assistance Package	\$20	\$0	\$0	\$0	\$0	\$0	\$0
Manager Infrastructure Recovery	\$51	\$0	\$1,546	\$1,219	\$322	(\$897)	\$0
Declared Event - November 2021	\$0	\$0	\$0	\$0	\$1	\$1	\$0
REPA - SEQ Rainfall and Flooding, 22-28 Feb 2022	\$2,673	\$0	\$5,861	\$5,327	\$5,161	(\$166)	\$0
REPA - 13 May 2022 Heavy Rainfall Event	\$24	\$0	\$2,574	\$2,163	\$933	(\$1,230)	\$0
QRA Community and Recreational Assets Rec and Res Prog	\$959	\$0	\$4,404	\$3,427	\$1,837	(\$1,590)	\$0
Declared Event - Sth Qld Severe Storms 24 Dec 23 to 3 Jan 24	\$2,721	\$0	\$5,577	\$5,198	\$6,437	\$1,239	\$0
Declared Event - Tropical Cyclone Kirrily 25 Jan - 26 Feb 24	\$4,263	\$0	\$8,078	\$8,078	\$12,253	\$4,175	\$0
Declared Event-Scenic Rim Storms and Rainfall, 10 Nov 2022	\$130	\$0	\$700	\$529	\$115	(\$414)	\$0
Declared Event-Tropical Cyclone Alfred, 1-16 March 25	\$2,403	\$0	\$3,072	\$2,460	\$2,599	\$139	\$0
Declared Event-Central & Sthrn Qld Storms & Flooding Nov 22	\$294	\$0	\$0	\$0	\$333	\$333	\$0
Grant Funded-Australian Cricket Infrastructure Fund	\$0	\$0	\$40	\$40	(\$1)	(\$41)	\$0
Grant Funded-Beaudesert Town Centre Redevelopment	\$64	\$0	\$71	\$71	\$73	\$1	\$0
Grant Funded-Bridge Renewal Program	\$18	\$0	\$6,316	\$5,274	\$4,784	(\$489)	\$0
Grant Funded-Black Spot Program	\$127	\$1,495	\$1,245	\$697	\$267	(\$430)	\$0
Grant Funded-Emergency Response Fund	\$160	\$0	\$3,701	\$3,628	\$3,481	(\$146)	\$0
Grant Funded-Growing Regions Program	\$18	\$0	\$35	\$35	\$43	\$8	\$0
Grant Funded-Heritage Disaster Recovery Grant Program	\$0	\$0	\$2	\$2	\$0	(\$2)	\$0
Grant Funded-Heavy Vehicle Safety productivity Program	\$600	\$0	\$1,200	\$988	\$681	(\$307)	\$0
Grant Funded-Local Govt Grants and Subsidies Program	\$335	\$0	\$354	\$354	\$355	\$1	\$0
Grant Funded-Local Roads and Community Infrastructure Program	\$326	\$0	\$870	\$841	\$799	(\$42)	\$0
Grant Funded-Local Recovery and Resilience Grant Program	\$11	\$0	\$100	\$25	\$8	(\$17)	\$0
Grant Funded-Minor Infrastructure and Inclusive Facilities Fund	\$70	\$0	\$219	\$219	\$219	\$0	\$0
Grant Funded-Play Our Way program	\$1,113	\$0	\$400	\$200	\$2	(\$198)	\$0
Grant Funded-Qld Bushfires Local Economic Recovery (LER)	\$315	\$0	\$16	\$12	\$0	(\$12)	\$0
Grant Funded-Secure Communities Partnership Program (SCPP)	\$0	\$0	\$301	\$76	\$0	(\$76)	\$0
Grant Funded-SEQ Community Stimulus Program 2021-2024	\$44	\$0	\$0	\$0	\$1	\$1	\$0
Grant Funded-SEQ Community Stimulus Program 2024-2027	\$290	\$0	\$3,763	\$3,359	\$2,568	(\$791)	\$0
SEQ Liveability Fund CDLF0009	\$1,181	\$0	\$508	\$159	\$9	(\$150)	\$0
Sub-Total Grant Funded Programs	\$18,212	\$1,495	\$50,955	\$44,379	\$43,279	(\$1,100)	\$0
Total capital expenditure	\$23,918	\$29,091	\$73,323	\$62,688	\$57,839	(\$4,849)	\$0



Financial performance and position



7. PROCEEDS FROM ASSET SALES

For the Period Ending 31-May-2026

	Annual	Annual	YTD	YTD	YTD	Beyond
	Original	Revised	Revised	Actual \$000	Variance	Beyond
	Budget	Budget	Budget		\$000	June 2026
	\$000	\$000	\$000			Revised
						Budget
						\$000
Commercial and Property Services	\$6,650	\$11,678	\$9,613	\$10,055	\$443	\$0
Fleet Management	\$1,112	\$1,545	\$1,211	\$266	(\$944)	\$0
Total proceeds from asset sales	\$7,762	\$13,223	\$10,823	\$10,322	(\$502)	\$0

8. CAPITAL REVENUE - CAPITAL GRANTS, SUBSIDIES, CONTRIBUTIONS AND DONATIONS

For the Period Ending 31-May-2026

	Annual	Annual	YTD	YTD	YTD
	Original	Revised	Revised	Actual \$000	Variance
	Budget	Budget	Budget		\$000
	\$000	\$000	\$000		
621003 - State Library Grant	\$205	\$205	\$154	\$151	(\$3)
621005 - Transport Infrastructure Development Scheme (TIDS)	\$744	\$744	\$332	\$32	(\$300)
621006 - Roads to Recovery	\$1,416	\$2,505	\$1,811	\$1,511	(\$300)
621032 - Grant-Blackspot Funding	\$1,495	\$850	\$0	\$0	\$0
621038 - Bridge Renewal Program	\$250	\$3,749	\$0	\$250	\$250
621044 - Building Our Regions	\$0	\$200	\$0	\$0	\$0
621049 - Local Roads and Community Infrastructure Program Funding	\$0	\$2,421	\$1,089	\$0	(\$1,089)
621055 - Heavy Vehicle Safety and Productivity Program (HVSP)	\$0	\$948	\$0	\$0	\$0
621059 - DRFA - REPA Southern Qld Severe Weather, 20-31 March 2021	\$0	\$4,122	\$4,122	\$4,122	\$0
621061 - DRFA - REPA Subsidy November 2021	\$0	\$664	\$664	\$610	(\$54)
621063 - DRFA - REPA SEQ Rainfall and Flooding, 22-28 February 2022	\$0	\$16,448	\$15,230	\$14,078	(\$1,152)
621064 - DRFA - REPA Southern Qld Flooding Event, 6-20 May 2022	\$0	\$6,000	\$954	\$5,379	\$4,425
621065 - LGGSP-Safety Upgrades on Tarome Road	\$0	\$129	\$129	\$129	(\$0)
621071 - ERF-Emergency Response Fund	\$0	\$2,893	\$819	\$1,880	\$1,061
621072 - CRARRP-Community and Recreational Asset Recovery and Res	\$0	\$4,106	\$0	\$1,507	\$1,507
621075 - DRFA - REPA Sth Qld Severe Storms 24 Dec 23 to 3 Jan 24	\$0	\$4,802	\$4,100	\$3,241	(\$859)
621076 - Minor Infrastructure and Inclusive Facilities Funding MIFF	\$0	\$125	\$125	\$48	(\$77)
621078 - QRA FWIN Projects & Technical Resource for Non-Bureau asset	\$0	\$138	\$111	\$130	\$19
621079 - SEQ Liveability Fund - City Deal allocation CDLF0009	\$0	\$928	\$0	\$0	\$0
621081 - DRFA - REPA - Tropical Cyclone Kirrily 25 Jan 24 to 26 Feb 24	\$0	\$7,700	\$6,607	\$8,073	\$1,465
621082 - Grant-2024-2027 SEQ Community Stimulus Program	\$0	\$1,713	\$0	\$0	\$0
621083 - DRFA - REPA - Nov 2024 Storms and Rainfall	\$0	\$700	\$0	\$0	\$0
621084 - Grant-Play Our Way Program	\$0	\$398	\$0	\$0	\$0
621085 - DRFA - REPA - Tropical Cyclone Alfred, 1-16 March 2025	\$0	\$3,472	\$3,044	\$4,523	\$1,479
621086 - SEQ City Deal Public Art	\$430	\$0	\$0	\$0	\$0
621087 - DRFA - RPM Sth Qld Severe Storms 24 Dec 23 to 3 Jan 24	\$0	\$0	\$0	\$116	\$116
621088 - CCTV Central Business District of Beaudesert	\$0	\$81	\$57	\$57	\$0
621089 - CCTV Central Business District of Canungra	\$0	\$69	\$49	\$49	\$0
621090 - LRRG Local Recov and Res Grant Upgrade to Community Shelte	\$0	\$100	\$100	\$300	\$200
621091 - DRFA - REPA - Central & Sthrn Qld Storms & Flooding Nov 25	\$0	\$0	\$0	\$1,001	\$1,001
621098 - Capital Grants AASB1058 Accrual Adjustment	\$0	(\$221)	(\$221)	(\$221)	\$0
621101 - Infrastructure Charges	\$2,586	\$2,586	\$2,210	\$3,324	\$1,114
621104 - Contributions Tied to Specific Projects	\$0	\$536	\$0	\$0	\$0
Total Capital Revenue - Capital Grants, Subsidies, Contributions And	\$7,126	\$69,112	\$41,486	\$50,290	\$8,804

Financial performance and position



9. INVESTMENTS

INVESTMENTS

As at 31-May-2026

INVESTMENTS HELD BY COUNCIL

Financial Institution	Type	Principal \$'000	Interest Rate	Maturity Date	Days to Maturity	S&P Short Term Rating
Queensland Treasury Corporation	On Call	\$75,249	4.81%	31/05/2026	0	A1+
Bendigo & Adelaide Bank - Canungra	Term Dep	\$1,000	4.35%	1/06/2026	1	A2
Bendigo & Adelaide Bank - Kalbar	Term Dep	\$1,000	4.55%	11/08/2026	72	A2
Bendigo & Adelaide Bank - Beaudesert	Term Dep	\$1,000	5.15%	26/10/2026	148	A2
National Australia Bank- Corporate	Term Dep	\$5,000	5.20%	21/09/2026	113	A1+

Total investments		\$83,249				
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Cash in bank accounts	On Call	\$253	4.35%	31/05/2026	0	A1+
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Total cash		\$253				
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TOTAL CASH AND INVESTMENTS		\$83,502	Varies from Statement of Financial Position due to cash in Trust and reconciling items.			
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INVESTMENT INTEREST RATE PERFORMANCE

Weighted Average Interest Rate	4.83%
Target Interest Rate (RBA cash rate)	4.35%
Investment Policy Adhered to?	Yes

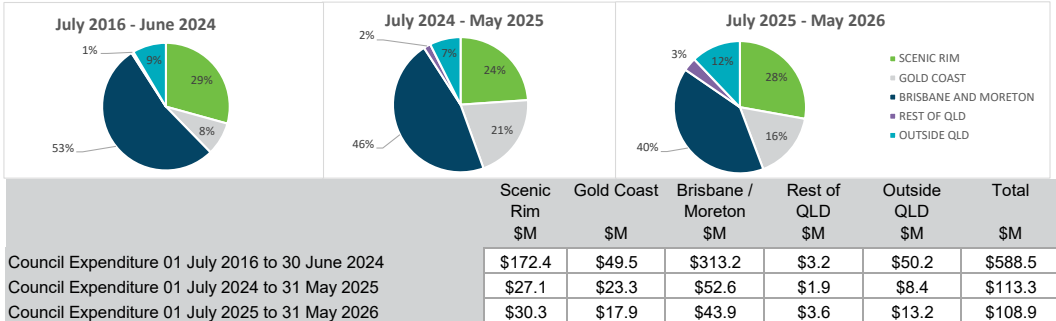
ESTIMATE OF RESTRICTED CASH

EXTERNAL RESTRICTIONS	\$'000
Loan draw down but not yet expended	\$5,093
Operating grant funding received but not yet expended	\$8,385
Capital grant funding received but not yet expended	\$3,687
Domestic waste levy refund received in advance	\$1,395
Infrastructure charges received in prior years not expended	\$13,139
Cash held in trust account	\$5,671
Total estimated restricted cash	\$37,370

Financial performance and position



10. ADDITIONAL INFORMATION COUNCIL EXPENDITURE BY LOCATION

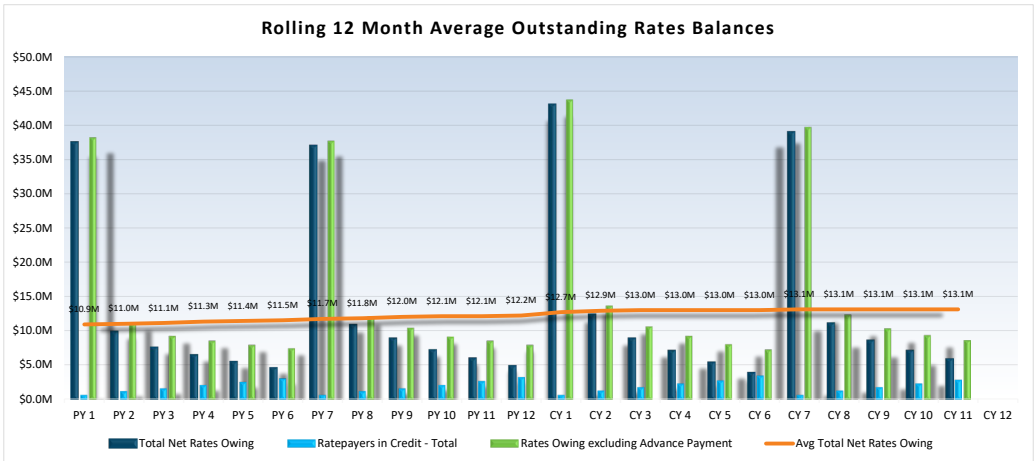
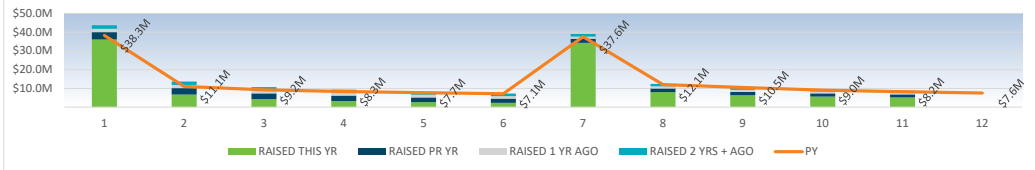


HARDSHIP APPLICATIONS

	Financial	Drought	Bushfires	Flood
2024-2025 Applications Approved	3	0	0	0
2025-2026 Current Month				
Applications Sent (excludes direct download from website)	0	0	0	0
Applications Received	3	0	0	0
Applications Approved	0	0	0	0
Applications Currently Under Review	3	0	0	0
Applications Ineligible / Withdrawn	1	0	0	0

11. DEBTORS

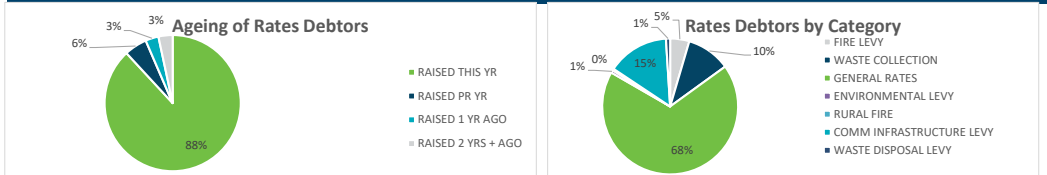
OUTSTANDING RATES DEBTORS



Financial performance and position

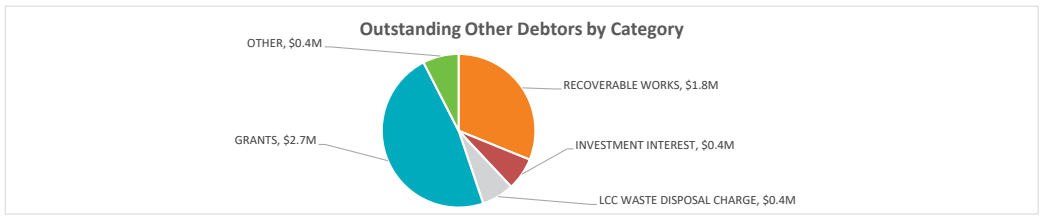
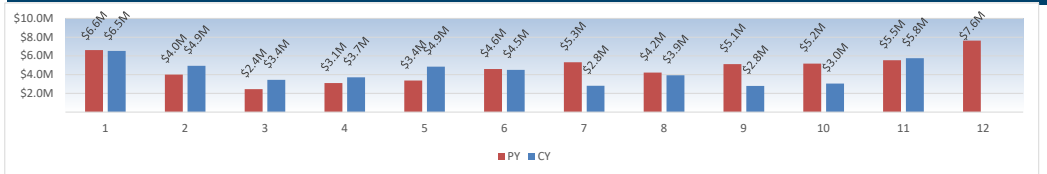


OUTSTANDING RATES DEBTORS Continued



Outstanding Rates Debtors by Category	As at 31-May-2026		As at 31-May-2025	
	Total Levy \$'000	Current Levy \$'000	Total Levy \$'000	Current Levy \$'000
Fire Levy	\$398	\$229	\$433	\$224
Waste Collection	\$914	\$501	\$969	\$513
General Rates	\$5,967	\$3,595	\$5,835	\$2,979
Environmental Levy	\$56	\$56	\$0	\$0
Rural Fire	\$34	\$20	\$38	\$21
Community Infrastructure Levy	\$1,282	\$702	\$1,371	\$747
Waste Disposal Levy	\$87	\$47	\$86	\$44
Total rates debtors outstanding	\$8,737	\$5,149	\$8,732	\$4,528

OUTSTANDING OTHER DEBTORS



Other Debtors by Category	Total \$'000
RECOVERABLE WORKS	\$1,794
INVESTMENT INTEREST	\$395
LCC WASTE DISPOSAL CHARGE	\$392
GRANTS	\$2,743
OTHER	\$435
Total other debtors outstanding	\$5,758

12 Confidential Matters**12.1 Endorsement of Planning Assumptions and Draft Priority Infrastructure Area Boundaries - Water Netserv Plan Part A [Closed s.254J(3)(g)]**

Executive Officer: Director Planning, Development and Environment

Item Author: Director Planning, Development and Environment

This report is **CONFIDENTIAL** in accordance with Section 254J(3)(g) of the *Local Government Regulation 2012*, which permits the meeting to be closed to the public for business relating to the following:

- (g) negotiations relating to a commercial matter involving the local government for which a public discussion would be likely to prejudice the interests of the local government.

12.2 Planning and Environment Court Appeal Update - MCU25/058 - 1 - 33 Tamborine Mountain Road, Tamborine [Closed s.254J(3)(e)]

Executive Officer: Director Planning, Development and Environment

Item Author: Technical Officer Planning and Infrastructure Charge /
Acting Senior Development Services Planner

This report is **CONFIDENTIAL** in accordance with Section 254J(3)(e) of the *Local Government Regulation 2012*, which permits the meeting to be closed to the public for business relating to the following:

- (e) legal advice obtained by the local government or legal proceedings involving the local government including, for example, legal proceedings that may be taken by or against the local government.

12.3 Progress on Planning and Environment Court Appeal No 162/26 Brookland Estate Pty v Scenic Rim Regional Council [Closed s.254J(3)(e)]

Executive Officer: Director Planning, Development and Environment

Item Author: Technical Officer Planning and Infrastructure Charge /
Acting Team Leader Development Assessment Pla

This report is **CONFIDENTIAL** in accordance with Section 254J(3)(e) of the *Local Government Regulation 2012*, which permits the meeting to be closed to the public for business relating to the following:

- (e) legal advice obtained by the local government or legal proceedings involving the local government including, for example, legal proceedings that may be taken by or against the local government.

12.4 Commercial Lease Renewals - 72-74 High Street, Boonah [Closed s.254J(3)(g)]

Executive Officer: Director Infrastructure Services

Item Author: Manager Property and Projects

This report is **CONFIDENTIAL** in accordance with Section 254J(3)(g) of the *Local Government Regulation 2012*, which permits the meeting to be closed to the public for business relating to the following:

- (g) negotiations relating to a commercial matter involving the local government for which a public discussion would be likely to prejudice the interests of the local government.