

CABINET MINUTE

BRISBANE,

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DECISION
NO.

18655

CIRCULATION RECORD.

SUBJECT: Inclusion of Islands (Russell, Macleay, Lamb, Karragarra and Perulpa) in
Redland Shire.

(Submission No. 16637)

Copies Made 27

Minister: McKechnie

CIRCULATION DETAILS.

1	GOVERNOR		21	2 Deasy	Copy of relevant Submission attached
2	MR. BJELKE-PET.	ap	22	4 H & Martin	Copy of relevant Submission attached
3	SIR GORDON CHALK	ap	23		
4	MR. CAMM		24		
5	MR. KNOX		25		
6	SIR ALAN FLETCHER		26		
7	MR. TOOTH		27		
8	MR. HERBERT		28		
9	MR. CAMPBELL		29		
10	MR. SULLIVAN		30		
11	MR. HODGES		31		
12	MR. HEWITT	ap	32		
13	MR. RAE		33		
14	MR. HOOPER		34		
15	MR. MCKECHNIE	ap	35		
16	Master File		36		
17	Decision File		37		
18	2 Head Books		38		
19	Memoranda		39		Copy of relevant Submission attached
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C A B I N E T

S U B M I S S I O N

No.

16637

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C O N F I D E N T I A L

C A B I N E T M I N U T E

Copy No. 16

Brisbane, 8th May, 1973

Decision No. 18655

Submission No. 16637

TITLE: Inclusion of Islands (Russell, Macleay, Lamb, Karragarra and Perulpa) in Redland Shire.

CABINET decided:-

1. That the approval of the Governor in Council be sought to the issue of an Order in Council to include in the Shire of Redland parts of Queensland which are not included in any Area (viz. Russell, Macleay, Lamb, Karragarra and Perulpa Islands).
2. That with the inclusion of the islands in the Shire, the Shire of Redland be redivided into six divisions for the purposes of Part IV only of the Local Government Act (electoral purposes) with the previous five divisions remaining as before, and with the islands becoming a new Division 6 of the Shire with one representative on the Council.
3. That the approval of the Governor in Council be sought to the issue of a further Order in Council as soon as necessary arrangements can be made, directing an election to be held of electors on the islands, to elect one new member on the Redland Shire Council to represent Division 6 of the Shire.
4. That approval be granted to the obtaining of the following Unforeseen Expenditure:-

CONSOLIDATED REVENUE FUND

DEPARTMENT OF LOCAL GOVERNMENT

Contingencies (Subdivision)

Redland Shire Council - grant for Moreton
Bay Islands

\$10,000

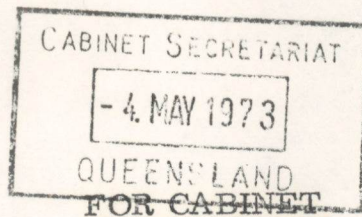
5. That the Report by the Department of Harbours and Marine marked Annexure "C" attached to the Submission be adopted, and maintenance of existing foreshore amenities continued by that Department on the lines set out in such report.

CIRCULATION: Department of Local Government and copy to Minister.
Premier's Department and copy to Premier.
Co-ordinator General.
Treasury Department and copy to Treasurer.
Department of Harbours and Marine and copy to Minister.
All other Ministers for perusal and return.

Certified True Copy

Secretary to Cabinet.





CLASSIFICATION ^{"C"}16637
SUBMISSION NO.
COPY NO. 17...

Inclusion of Islands (Russell, Macleay, Lamb,
Karragarra and Perulpa) in Redland Shire

1. In accordance with Cabinet Decision No. 18070 of 9th January, 1973, the prescribed three months' notice of intention was given in accordance with the Local Government Act, for inclusion of the abovenamed islands in the Shire of Redland. Such notice was published in the Courier Mail and the Gazette on Saturday 13th and 20th January, and allowing for the Easter Holidays, the period of notice expired on the 26th April, 1973.

OBJECTIONS

2. A number of objections were received and these are summarised in Annexures A and B hereto as follows:-

Annexure A - Formal objections correctly lodged (18)

Annexure B - Informal objections - redirected from other sources (3)

During and prior to the official period for objections a number of other letters were received seeking information and advice regarding land on the islands, and particularly regarding possible resumptions and rates, and alleged misrepresentation by developers. The letters raised no objection to the proposed inclusion of the islands in the adjacent Shire, and therefore have not been listed or treated as objections.

3. The objections received can be classified and summarised as follows:-

.01 Island residents should make the decision

Referendum should be held. No right of appeal was given

.02 Island residents should run their own affairs

The islanders are managing quite well now, with voluntary contributions to roads etc., and provision of their own water supply, septic and garbage services. Matters should be left as they are, or the islands should have their own Council.

.03 Rates not wanted

Rates will be an unwarranted imposition on the residents, many of whom are pensioners. The rates will not be spent on the islands, but will largely go towards mainland debts and services. Land was purchased as "rate free" land.

.04 Shire has nothing to offer

Inclusion in the Shire will only result in rates, regulations and red tape. The Council will not assist with freight costs and barge services. Toilet blocks for tourists should not be paid for by the residents. The example of Stradbroke is quoted, which is already within the Shire, and allegedly receiving little benefit. (This topic is related to topic .02)

4. The grounds of objection summarised in Clause 3 are commented upon as follows:-

.01 Island residents should make the decision

Referenda (polls) in Queensland are conducted on the basis of enrolled electors. The total permanent population of the islands is about 250 to 300 persons. However over 18,000 allotments have been subdivided, and thousands of allotments sold. Thus a poll on the basis of electors would be unfair to the many property owners involved, and a poll on the basis of owners could be unfair to the local residents. The most important consideration is the potential hazard of further uncontrolled development. I view this as a major potential environmental problem, and for the benefit of all concerned the problem must be controlled. Over 18,000 allotments have been subdivided, and under present conditions, over 18,000 seaside "shacks" could be erected. I feel that a decision on such a matter cannot be left for decision by individuals, who by voting "No" could avoid payment of rates on their properties.

The reference to no "right of appeal" is not considered to be relevant. Such a right was given during the 3 months' objection period, and the objections lodged are considered in this submission.

.02 Island residents should run their own affairs

This may have been the case before the current period of uncontrolled development. The local residents are now far outnumbered by absentee landowners, and the potential problems are such that they cannot be met by a non-statutory body. The proposition is made that a separate Local Authority could be established for the islands. No power exists in the Local Government Act for the creation of a new Local Authority and the trend to date has been towards reduction in numbers of such Authorities, and increases in Areas. This has occurred for various reasons, and particularly the expansion of urban areas, improved road systems, and the economic difficulties of the small Authorities in employing adequate qualified staff and maintaining satisfactory plant, equipment and services. Also the current case does not have particular merit as an exception to the rule warranting an amendment to the law, in view of the low population, large number of absentee owners, and problematical rate revenue. Massive rate default could in fact occur. In all the circumstances, it is considered that a separate Local Authority should not be considered at this stage, even if the power to create such an authority existed. At some later time such an authority may be warranted, and representations on these lines could be made then.

.03 Rates not wanted

This is an obvious objection from "rate free" landowners. However, in all the circumstances, and as an average rate levy of about \$20 per allotment is anticipated, it is considered that the objection must be over-ruled. To do any work at all the Local Authority must have revenue,

and for this purpose rates must be levied. In effect, the residents on the islands already enjoy services provided by the Redland Shire every time they visit the mainland.

So far as use of rates for mainland debts and services is concerned, the Council's representations were that the "ratepayers of this Shire must not be called upon to financially support these islands". In these circumstances, the arguments of both parties would ensure that there is a fair division of works and services between the islands and the mainland commensurate with the revenues derived from the two sources. With an elected representative of the island electors on the Council, such electors will have a say on what works are to be carried out. A similar situation applies in virtually every Local Authority Area. The reference to purchase of "rate free" land is also not considered to be a valid objection. It could not reasonably be expected that rates would never be levied on the land. However, I have no doubt that when the Valuer-General is valuing the land for rating purposes he will take this factor into account in determining rateable valuations on the basis of sales made prior to the notice of intention to include the islands in the Shire. So far as pensioners are concerned they would be entitled to the same rate concessions as granted by the Council to pensioners on the mainland, viz. at present 10% on rates and cleansing charges, and $33\frac{1}{3}\%$ on water charges (where such charges are applicable.)

. 04 Shire has nothing to offer

The matter of "rates" has been discussed. "Regulations" will certainly apply once the islands are included in a Local Authority Area. One of the primary intentions of such inclusion would be to establish normal Local Authority controls of buildings, health, nuisances etc. The word "red tape" is a normal derogatory reference to controls, whether effected by governments or corporations and does not require further comment. Toilet blocks are needed in any area frequented by the public, and are provided by Local Authorities with government subsidy. The matter of barge services is scarcely relevant, but at the same time it is a matter that the Local Authority could look into once it had the authority to do so.

The example of "Stradbroke" has been mentioned, and it is alleged that the island already under the control of the Council is receiving little benefit. The following figures illustrate the correct position in this regard:-

General rate receipts - Stradbroke Island	
(1971/72)	\$21,768
Actual revenue expenditures 1971/72 -	
Stradbroke roads	\$16,173
Stradbroke reserves	\$21,684
Stradbroke town planning	698
	\$38,555

The actual excess of expenditure over revenue is larger than \$17,000, considering administration, health and other costs involved. Loan and Main Roads expenditure also took place.

COUNCIL'S REPRESENTATIONS

5. Various representations have been made by the Redland Shire Council on the matter, and the Council has agreed to accept the islands within the Shire. However, the Council raises certain issues which should be further considered. These are:-

.01 Foreshore amenities - jetties and boat ramps

The Council is "deeply concerned in regard to the foreshore amenities on these islands in accordance with the Department of Harbours and Marine's present policy of 50% being paid by the Local Authority."

The Council asks for an assurance that if it takes over the islands, the Department of Harbours and Marine would be responsible for the full cost of new installations and the maintenance and management of existing installations.

The Harbours and Marine Department has prepared a report on the foreshore amenities and a copy of this report is enclosed (Annexure "C"). The Director of that Department, Mr. A.J. Peel, advises that the Department of Harbours and Marine is prepared, subject to Cabinet approval, to continue to maintain these amenities in accordance with the attached report, but Cabinet Decision 14296 of March 31, 1970, would apply to new or replacement installations (refer pages 3 and 4 of Annexure "C"). These arrangements do not appear to be unreasonable.

.02 Loan programme generally

The Council is concerned regarding the \$400,000 limit on annual debenture loan raisings, which applies to the Shire. While further funds for the islands are to be made available over a period of three years by way of Treasury loans, the Council considers the inclusion of the islands with their problems of access and the lack of present development, added to the existing development in the Shire, will make the \$400,000 limit totally inadequate in the future.

This of course is a problem, but one which is not restricted to this Shire. It is understood that a number of Local Authorities are in a similar situation, and have to be assisted with Treasury loans as the need arises. It is assumed that similar treatment will be given to the Redland Shire. At the same time the \$400,000 limit is in accordance with the "gentlemen's agreement", and with the current review of the Loan Council, and possible Local Government representation thereon, it is not definite that the \$400,000 limit will still apply in three years' time.

.03 General

The Council has raised other matters regarding staff, engineering costs, office equipment, accommodation, road plant etc. However, these are relatively minor administrative matters which do not justify reference to Cabinet, other than to seek approval for an advance of \$10,000 to the Council in the current financial year as part of the contribution of \$20,000 already approved by Cabinet to be made towards administration costs in the first year (1973/74). The advance is recommended to cover particularly purchase of certain office equipment and furniture, computer programming and preparation costs for the first rate issue, office alterations, and some incidental administrative costs. The advance of \$10,000 would need to be approved as unforeseen expenditure in the Department of Local Government's estimates for 1972/73. The matter has been discussed with Treasury Officers who have advised that action should be taken to obtain Cabinet approval for the advance as unforeseen expenditure.

NEED FOR INCLUSION IN SHIRE

6. It is considered that sufficient cause has not been shown why the islands mentioned should not be incorporated within the Shire of Redland, and that there are many reasons why the islands should be so included, such as -

.01 Subdivision of over 18,000 allotments on the islands without construction of roads and provision of services, and the continuation of such uncontrolled subdivision.

.02 The potential health hazard of construction of large numbers of substandard dwellings, and the absence of normal Local Authority health inspection and control.

For example, apart from the health hazard with sub-standard dwellings, uncontrolled septic tank installations could result in pollution of bore water supplies and Moreton Bay itself.

.03 Absence of any form of town planning control, e. g. noxious and hazardous industries could be set up quite legally on the islands, which could seriously affect the well-being of present residents.

.04 The absence of Local Authority control meant that no control could be exercised over public entertainments on the islands, hence the necessity for urgent legislation last year to deal with the holding of a proposed "pop festival" on Macleay Island.

RECOMMENDATIONS

7. In these circumstances, recommendations are made as follows:-

.01 That an Order in Council be submitted to the next meeting of the Executive Council for approval to include in the Shire of Redland parts of Queensland which are not included in any Area (viz. Russell, Macleay, Lamb, Karragarra and Perulpa Islands).

.02 That with the inclusion of the islands in the Shire, the Shire be redivided into six divisions for the purposes of Part IV only of the Local Government Act (electoral purposes) with the previous five divisions remaining as before, and with the islands becoming a new Division 6 of the Shire with one representative on the Council.

.03 That a further Order in Council be submitted to the Governor in Council as soon as necessary arrangements can be made, directing an election to be held of electors on the islands, to elect one new member on the Redland Shire Council to represent Division 6 of the Shire.

.04 That approval be granted for unforeseen expenditure as follows in the financial year 1972/73:-

CONSOLIDATED REVENUE FUND

DEPARTMENT OF LOCAL GOVERNMENT

Contingencies (Subdivision)

Redland Shire Council - grant for Moreton Bay Islands - \$10,000

.05 That the report (Annexure "C") by the Department of Harbours and Marine be adopted, and maintenance of existing foreshore amenities continued by that Department on the lines set out in such report.

H.A. McKECHNIE
Minister for Local Government
and Electricity

Department of Local Government,
Brisbane.
2nd May, 1973.

Inclusion of Bay Islands in Redland Shire
Area

SCHEDULE OF OBJECTIONS

<u>Name</u>	<u>Address</u>	<u>Grounds of Objection</u>
Mr. & Mrs. H. McDougall	Russell Island 4165	None stated
E. G. Hargrave	263A Noble Ave., Greenacre. N.S.W.	Islanders could form own Council
Mr. & Mrs. J. M. Hay	Macleay Island	Desire to preserve quiet island life - pensioners - object to paying rates.
Ellen C. Jones	35 Jacaranda Street, East Ipswich	Objects to "take-over" by Redland Shire Council with no right of appeal
J. F. Gibson	Macleay Island	Residents maintain roads themselves and subscribe to cost - levy of rates will result in exodus from island - costs already high due to freight and ferry costs - only token services will be provided as on Stradbroke Island - Doesn't want toilet blocks at jetties as stated by Councillor Wood - Islands will never become a tourist resort - etc.
Mrs. P. Brook	Lamb Island	Islanders quite capable of managing own affairs - wants to be left alone - encloses newspaper letter by S. C. Russell objecting to inclusion of the islands in the Shire, and supports letter.
D. E. Haslehurst	Lamb Island	Endorses letter by S. C. Russell.
(?) Collins	68 Goldfinch Street, Inala. Q. 4077	Endorses letter by S. C. Russell.
Mrs. R. Kunde	Middle Street, Cleveland. Q. 4163	Local islanders have own water supply and electricity - Council would not use the island revenue on works on the islands but apply it to mainland debts - Council has nothing to offer the islands.
F. T. Clark	c/- Highway Motors Eumundi. Q. 4562	Owns land on Russell, Macleay and Lamb Islands - intends retiring there - objects to rating at same level as mainland.
J. W. Hill	29 Westwood Street, Wavell Hts. Q. 4012	Owners concerned must vote on the issue.

<u>Name</u>	<u>Address</u>	<u>Grounds of Objection</u>
T. C. Sherman	Macleay Island. 4165	Will require staggering amount of money to clean up the mess left by developers - does not want to pay rates for benefits not likely to occur in his lifetime.
S. C. Russell	King Street, Russell Island	Islanders maintain own roads - have own tanks and septic - bury own garbage - have electricity and phones (on Russell Island) - no good reason for Local Authority to interfere - don't want unsightly toilets for tourists - inclusion in Shire will only involve rates, regulations and red tape.
A. Barnes	Stanthorpe	Islands should have own Council.
H. G. Weinz	Lot 2 Fawcett Street Glenfield. 2167	Islands should have own Council - all rates raised should be spent on the islands - queried whether compensation payable for land resumed - referendum should be held.
F. A. Coulson	134 Cowes Street, Macleay Island	Previous lack of Government interest to control subdivision - can manage own affairs - dwellings of good standard - already have own water supplies and septic etc. - wants "island" living preserved without outside interference.
Dr. Weedon	68 City View Road, Camp Hill. 4152	Objects to rates - main problem involves tenants in common and death of one party complicating title - clear title cannot be obtained at the moment.
D. Frawer	"Amaroo" Macleay Island	Large number of pensioners - land sold "free of rates" - islanders already look after roads etc. - some minimum building standard all that is required.

Inclusion of Bay Islands in Redland Shire Area

INFORMAL OBJECTIONS

<u>Name</u>	<u>Address</u>	<u>Grounds of Objection</u>
James Orme	Russell Island	<u>Letter addressed to Under Secretary, Premier's Department</u> Stradbroke Island already within Redland Shire and receives little benefit - Islanders could run own affairs better - no desire to pay for mainland debts and services - Council will not help with better barge service.
S. Dexter	Macleay Island	<u>Letter addressed to Prime Minister</u> Islanders have own water and septic, and maintain own roads - will not be granted representation - sale of blocks for non-payment of rates could be lucrative - many Southern owners involved - State Government always seeking assistance, but gives \$250,000 to the Redland Shire, a Country Party Council.
W.R. Martin	Russell Island	<u>Letter addressed to Premier</u> Should have own Council - already have all services required - Redlands will stagnate the islands - rates will be applied to mainland works.

12.2.146

February, 1973

REPORTReport:Small Craft Facilities Russell, Karragarra,
Lamb and Macleay Islands.

- 1.0 Cabinet Decision No 18070 of January 9, 1973 required, inter alia, that a report be prepared on jetties and boat ramps on Russell, Karragarra, Lamb and Macleay Islands. These islands have not been included in any Local Authority area to date but soon will be included in the area under the control of the Redland Shire Council.
- 2.0 The Small Craft Facilities Trust Fund, its predecessor being the Commonwealth Aid Marine Works Fund, has been established for the provision of facilities - boat launching ramps, jetties and boat harbours - for the motor boating public, for the maintenance of such of those facilities that are not revenue producing and for the maintenance of those Local Authority owned waterfront facilities for which the Crown has assumed maintenance responsibility. Money from the fund has been expended on all of the subject Islands.

3.0 Jetty History

The exact history of the small craft facilities on these Islands is unknown, but the following summarizes such history as can be established.

3.1 Russell Island

Permission was first granted for a Community Jetty on Russell Island in October, 1926. In 1938, the jetty was entirely rebuilt with some material and labour being supplied by the Island residents and in 1940 it was repaired and extended. Further heavy maintenance expenditure (£310) was incurred in 1945. A low level landing was added in 1960/61, and a landing ramp was constructed there in 1961/62. A shed for cargo was erected in 1971/72.

Between 1953/54 and 1971/72 a total of \$12,381.74 is recorded as having been spent on the jetty and a further \$2,435.27 has been spent on the landing ramp. To date in 1972/73 a further \$389 has been spent on the jetty, making total expenditure on this Island since 1947/48

Jetty \$12,770.74

Ramp \$ 2,435.27.

Exact expenditure figures prior to 1947 are not available.

3.2 Karragarra Island

An "amateur built" jetty structure was in existence in 1942 and was probably built after 1938. It was replaced by a new structure provided from Government funds in 1945, the cost estimate being £330.

Maintenance has been continued on that structure since then and since 1947/48 a total of \$4,645.03 has been expended. No Crown boat ramp exists on the Island.

3.3 Lamb Island

Permission to erect a jetty was given to the "Producers of Lamb Island" in November/December, 1918. This jetty was in existence in 1938 when it was repaired from Government funds using mostly old timber in Russell Island Jetty.

The jetty head was renewed in 1944/45 at an estimated expenditure of £300. A new stem was provided in 1949/50 and a low level landing in 1965/66.

Total expenditure since 1947/48 is \$7,795.84. No Crown boat ramp exists on the island.

3.4 Macleay Island

A jetty existed at Macleay Island prior to 1938 and was probably provided by the local community. In 1938 a new head was constructed from Government Funds, £555.15s.9d, being provided that year for expenditure on Russell, Lamb and Macleay Island jetties.

A new stem was constructed in 1949/50 and a low level landing in the mid 1960's.

A landing ramp exists on Macleay Island whose history is obscure. In 1969/70 an amount of \$24.31 was spent on maintenance of this ramp.

The total expenditure on the jetty since 1947/48 is \$8,604.74.

4.0 The Structures.

All these jetty structures which are approximately 30 years old consist of timber decks on concrete jacketed timber piles. All maintenance since 1947/48 has been performed by the Department of Harbours and Marine and the jetties are, considering their age, in reasonable condition.

4.1 Maintenance Required

Prior to the referenced Cabinet Decision, the jetties had been inspected to determine essential maintenance required during 1973/74. The following work was indicated as essential.

Russell Island	Painting and jacket repairs	\$ 700
Karragarra Island	" " " " , 3 new fender piles and new trolley	\$2,300
Lamb Island	Painting	\$ 400
Macleay Island	Painting and jacket repairs, 1 new fender pile	\$1,800

Subsequent to the Cabinet Decision, a more detailed inspection has been undertaken and recommendations arising from this inspection are set out below.

MAINTENANCE EXPENDITURE ON JETTIES

1973-74

Estimate for Russell Island	\$14,100
Estimate for Karragarra Island	3,564
Estimate for Lamb Island	2,869
Estimate for Macleay Island	2,771
Total	<u>\$23,314</u>

1974-75

Expenditure for 1974/75 should include that for replacement of decking and painting and is estimated at \$1,500 per jetty.

Possible Expenditure after 1976-77.

Expenditure on Lamb, Macleay and Karragarra Islands after 1976-77 should include some girder replacement and jacketing any piles not then jacketed and should be in the region of \$1,500 per jetty per year.

In the case of Russell Island, this will be considerably greater as it will entail replacement of some piles and structural timbers and because of small deck timbers will probably need a greater replacement of deck timbers.

5.0 Replacement Policy (Jetties)

Cabinet Decision 14296 of March 31, 1970 stated, inter alia,
 "That in cases where there is an element of commercial demand for a particular facility also in demand by the motor boating public the cost of that facility be subsidised from the Small Craft Facilities Fund along the lines set out in the Submission."

The Submission stated

"It has been the policy of the Government in the past few years to subsidise 75% of the cost of landing facilities serving tourist island resorts of some substance. It is not proposed that this policy be varied at present but it is proposed that a policy be adopted of offering a subsidy from the Small Craft Facilities Fund to Local Authorities or Harbour Boards for small craft landings in public demand but having an element of commercial demand. The subsidy would be reduced according to the extent of commercial demand for the particular facility and would be determined as follows:-

- (a) Where the facility is mainly in demand as a motor boating public facility - 100% subsidy
- (b) Where there is a commercial demand about equal to the motor boating public demand - 50% subsidy
- (c) Where the commercial demand is significantly greater than the motor boating public demand - 25% subsidy
- (d) Where there is a significant commercial demand and very little or no motor boating public demand - no subsidy".

The Islands concerned are not Tourist Islands and the main traffic using the jetties is of a commercial nature, comprising ferry services for commuters and goods transport to and from the Islands. The usage by the motor boating public is small and should replacement of the jetties be required subsequent to the takeover by Redland Shire it would not be possible to justify a subsidy from Small Craft Facilities Trust Fund greater than 50% in accordance with (b) above. A survey of actual usage might reveal that (c) above should apply. In the case of the recently constructed jetty at Coochie Mudlo jetty a 50% subsidy applied.

REPLACEMENT OF KIMR ISLAND JETTIES
PRELIMINARY COSTS

			TOTAL
Karragarra Island	Demolition New Jetty	\$ 1,704 \$26,076	\$ 27,780
Lamb Island	Demolition New Jetty	\$ 3,266 \$29,780	\$ 33,046
Macleay Island	Demolition New Jetty	\$ 3,306 \$34,424	\$ 37,730
Russell Island	Demolition New Jetty	\$ 5,398 \$53,044	\$ 58,442
Total Contract Price			\$156,998

SAY total price of \$157,000

6.0 Boat Ramps

Expected vehicular traffic on islands would be expected to be minimal. However, island residents may demand the use of a boat ramp for weekend fishing or private boating in the Bay.

Weekend visitors from the mainland may be catered for by transferring passengers over the jetties, and then anchoring boats off-shore. This would result in increasing congestion around the jetty, and a boat retrieval ramp may become necessary, using a winch onshore to winch boats up the ramp on a trolley or skid.

It is considered that an amount of \$10,000 be allocated in anticipation of such a demand at Lamb and Karragarra, and \$5,000 to surface the existing ramps at Russell and Macleay Islands.

BOAT RAMPS(A) CONSTRUCTION

Russell Island	- Surface existing barge ramp	\$ 5,000
Karragarra Island	- Construct boat ramp	\$10,000
Lamb Island	- " " "	\$10,000
Macleay Island	- Surface existing ramp	\$ 5,000
		<u>\$30,000</u>

(B) MAINTENANCE

Allowance of ^{\$200}~~\$2,000~~ per annum for each boat and ~~bar~~ barge ramp should be made.

i.e.

5 Launching Ramps @ \$200 = \$1,000

7.0 Parking areas at Boat Ramps and Jetties

The provision of adequate car parking areas adjacent to Boat Ramps and Jetties is generally the responsibility of the Local Authority.

Redland Shire Council would be expected to provide such areas on these islands, the extent of which would depend on present and future demand, which would need to be assessed.

8.0 Jetty Sheds

This Department in the past has provided funds for the construction of a shed at Russell Island jetty to protect cargo from deterioration; these funds were provided ex gratia because no other authority was prepared to cater for these facilities, which normally would be the responsibility of the controlling authority.

No further funds have been allowed for sheds on jetties.

9.0 Perulpa Island

Perulpa Island occupies 50 acres of freehold land, not yet subdivided into residential lots.

Small craft facilities for this island would need to be assessed after subdivision when the nature and extent of the demand become apparent.

B.L. McGrath