

Figure 14 depicts the key spatial elements of the Landscape Character and Scenic Amenity Strategy at a broad scale including:

1. strategic view points;
2. landscape character types;
3. Ghost Hill ridgeline; and
4. the Bicentennial Trail, main roads and other features.

Figure 15 depicts the key urban breaks in Hervey Bay.

4.4.2.4 Strategic Outcomes

Strategic Outcome – Landscape character is maintained, protected and enhanced	
Key Issues	Implementation Measures
<ol style="list-style-type: none"> 1. The form, settlement pattern and location of development in the Fraser Coast will lead to the protection and enhancement of its image, landscape character and scenic amenity values, including elements which contribute to views to and from these elements. 2. Development will maintain, protect and enhance: <ol style="list-style-type: none"> a. areas of high scenic amenity; b. significant views, viewpoints and public access to these areas; c. features, attributes and values of landscape character and scenic amenity and their contribution to image; d. visually significant vegetation; e. important topographic features such as ridgelines and waterways; f. edges, nodes, landmarks and pathways to reinforce their role and contribution to legibility and distinctiveness within each locality; g. the landscape attributes of the Ghost Hill ridgeline as part of local area and structure planning of Doolong and Nikenbah; h. the scenic value of Good Quality Agricultural Land (GQAL) and other 	<p>Statutory measures:</p> <p>The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following:</p> <ol style="list-style-type: none"> a. Protection of the integrity of the identified landscape character types and their significant landscape character values and contribution to the Fraser Coast image. These areas will need to be protected from urban development by retaining them in their current form as rural lands or, as public open space, integrated with open space for recreation, inter-urban and intra-urban breaks, ecological corridors and, where appropriate, development will contribute to revegetation. Generally, this will include areas identified on Figure 14 – Landscape (Scenic Amenity) including: <ul style="list-style-type: none"> – rural landscapes and rural production areas; – exposed hillsides highly visible from a multitude of locations; – ridgelines silhouetted against the sky forming a distinct edge to the landscape; – floodplain and coastal landscapes within view of elevated locations such that minor vegetation and minor landform does not obscure views which can extend for some distance across the landscape. This will also include lowland areas visible from major transport routes; and – significant views from major roads and main

<p>rural lands; and</p> <p>i. the scenic value of Fraser Coast foreshores and other coastal lands.</p>	<p>centres of settlements to regionally significant landscape elements;</p> <p>b. The planning scheme also needs to consider:</p> <ul style="list-style-type: none"> – suitable provisions relating to the form, height, scale, landform alterations, vegetation clearing and location of development for each of the mapped Landscape Character Types; – infrastructure, industry and extractive industries are screened and integrated to minimise impacts on scenic amenity and landscape character; – local agribusiness and tourism are permitted (subject to appropriate criteria) to assist in providing economic imperative for the protection of landscape character; – landscape character of the following areas is protected and maintained in a predominantly natural form, for their visual amenity value and value to the economy: <ul style="list-style-type: none"> ▪ Fraser Island and the Great Sandy Strait; ▪ coastal riparian areas; ▪ inter-urban breaks between Maryborough and Tiaro, Maryborough and Hervey Bay, Hervey Bay and River Heads and Hervey Bay and Toogoom; ▪ Ghost Hill ridgeline; ▪ Mary River and tributaries including foreshore areas; and ▪ rural ridgelines particularly those visible from the main transport routes and strategic viewpoints. <p>Possible non-statutory measures:</p> <p>As part of its overall corporate planning processes, Council may consider implementation of the following:</p> <ol style="list-style-type: none"> 1. Plan and design major new transport corridors (road and rail) to maintain and align with significant landscape character and scenic amenity areas; 2. Design other major infrastructure (main road entries, bridges, towers etc) designed as attractive and memorable landmarks making a positive contribution to landscape character; and 3. Aligning important streets with significant landscape features.
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Strategic Outcome – Inter-urban breaks are maintained and protected and intra urban breaks are established, protected and enhanced.

Key Issues	Implementation Measures
<p>1. The form, settlement pattern and location of development in the Fraser Coast will maintain and protect extensive inter-urban breaks between regional cities, towns and suburbs so that:</p> <ul style="list-style-type: none"> a. urban areas contribute to biodiversity within the Fraser Coast; b. regional cities and towns: <ul style="list-style-type: none"> ▪ have clearly defined edges and it is clear where urban areas finish and the rural areas begin; and ▪ are surrounded and connected by the natural environment and landscapes of a rural and semi-rural nature; and c. the Fraser Coast retains its unique image formed by the natural environment, landscape character types, features and elements, and these continue to be the most prominent features within the Fraser Coast and broader WBB Region. <p>2. Development will establish, protect and enhance green corridors in the form of intra-urban breaks through regional cities, towns and suburbs to create distinct neighbourhoods, sense of place and identity. Intra-urban breaks will be characterised by:</p> <ul style="list-style-type: none"> a. rivers, waterways, creeks and wetlands in their natural state; b. ecologically significant areas associated with remnant vegetation, ecological corridors and non-remnant vegetation that contributes to an ecological significant area; c. features and elements that contribute to the landscape 	<p>Statutory measures:</p> <p>The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following:</p> <ul style="list-style-type: none"> a. Inter and intra-urban breaks are described as ‘green’ breaks between and within urban areas, sufficient for a wide range of characteristics (including views to farmland and grazing, forests, wildlife movement and waterways) and function as a buffer to urban development; b. While less than 10% of the Fraser Coast will be allocated for urban development in the form of discrete cities, towns and townships, the remaining 90% of the Fraser Coast will be ‘green’ and maintained as inter-urban breaks. Maintaining extensive inter-urban breaks in the Fraser Coast will be important to: <ul style="list-style-type: none"> – separate cities and towns in the Fraser Coast, each with a distinct sense of identity; – provide and maintain ecological processes and the natural functioning of ecosystem services including natural water cycle management (rivers, creeks, floodplains and wetlands), retention of natural vegetation and wildlife movement through ecological corridors; – maintain rural areas for agricultural purposes and retain good quality agricultural lands; and – encourage and provide for certain land uses requiring non-urban locations (subject to demonstrating that they are compatible with the purpose of inter-urban breaks); c. There are a number of points within the inter and intra-urban breaks between existing and future urban areas that are under commercial pressure for continuous ‘strip’ or ‘ribbon’ development. It will be important that these key areas are protected and enhanced to maintain their long term functioning as effective inter-urban or intra-urban breaks (see Figure 15 for intra-urban breaks in Hervey Bay). Vulnerable areas in the Fraser Coast include the areas between: <ul style="list-style-type: none"> – Maryborough and Hervey Bay;

<p>character and scenic amenity of the area including but not limited to ridgelines, forested hill slopes, important views and view corridors; and</p> <p>d. recreational open space linking to district, city and regional open space networks within the broader WBB region.</p>	<ul style="list-style-type: none"> – Booral and River Heads; – Craignish and Toogoom; – Maryborough and Aldershot; – Hervey Bay and Dundowran Beach; and – the area between Hervey Bay and Pulgul Creek industrial estate; <p>d. It is intended to draft structure plans and supporting planning scheme amendments for future community areas and include provisions for new development within the urban footprint, to maintain the land within the extensive inter-urban break areas of the Fraser Coast for non-urban development and purposes that protect and enhance the Fraser Coast image and support its role as a broad open space area. These uses and activities will include:</p> <ul style="list-style-type: none"> – rural and semi-rural uses; – existing acreage communities; – existing coastal communities and towns; – natural environment values and ecosystem services (bushland, habitat, semi-forested areas, ecological corridors, waterways, water supply catchments, flood plain protection etc); and – open space and recreation opportunities; <p>e. It is also intended to maintain and establish green corridors in the form of intra-urban breaks through cities and towns in the Fraser Coast. Intra-urban breaks are smaller in scale than inter-urban breaks and have an important role in separating urban areas into distinct and identifiable neighbourhoods;</p> <p>f. Wherever possible, intra-urban breaks will be publicly owned and integrated as part of the open space network, including linking to regional trails and other recreation opportunities and aligned with the location of natural features such as ecological corridors, waterways, creeks, ridgelines, views and areas of high scenic value; and</p> <p>g. It is intended to identify intra-urban breaks as part of the structure planning process and include provisions to ensure their establishment and protection.</p> <p>Possible non-statutory measures:</p> <p>As part of its overall corporate planning processes, Council may consider implementation of the following:</p> <ol style="list-style-type: none"> 1. Encouraging community and Landcare groups to negotiate with interested land owners in areas of high scenic amenity to undertake landscaping and restoration works to maintain and enhance inter and
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	<p>intra urban breaks; and</p> <p>2. Generally conducting its business using the overarching principles outlined in the strategies/key issues, including limiting road signage, billboards and signage in sensitive locations.</p>
<p>Strategic Outcome – Development maintains and protects scenic amenity values and corridors</p>	
Key Issues	Implementation Measures
<p>Development will maintain and protect the scenic amenity values and the combination of landscape character elements associated with scenic corridors important to the Fraser Coast’s image and the experience they provide to residents and visitors to the Fraser Coast.</p>	<p>Statutory measures:</p> <p>The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following:</p> <ol style="list-style-type: none"> a. The road network in the Fraser Coast forms the basis for the visual impressions and experience of the characteristic patterns of coastal ranges, river valleys, creek crossings, towns and the mosaic of forested and open and farming landscapes. b. Consider the designation of particular routes as ‘Scenic Corridors’ to protect the high scenic amenity values and experience residents and visitors currently enjoy while travelling through the Fraser Coast. Scenic corridors may be nominated along major and minor transit routes identified as important to the Fraser Coast’s character, and which require the management of views identified in Figure 14 and their immediate landscape setting. Additional scenic corridors may need to be identified as part of any structure planning process; and c. Consider the management of views and the immediate landscape setting along scenic corridors, subject to visual sensitivity of landscape elements, by requiring: <ul style="list-style-type: none"> – re-vegetation and screening of infrastructure in the inter and intra urban breaks; – identification and enhancement at the local level of views to areas of high scenic value and view corridors, for example across river valleys and rural landscapes and to forested coastal ranges; – minimum setbacks to boundaries; – fence types and entry statements; – screening of highways and railways from adjacent urban development by integrating ‘soft’ landscape measures rather than acoustic fences; – limiting the location, scale and height of development and infrastructure; – limiting billboards and other commercial signage; and

	<ul style="list-style-type: none"> – retaining and enhancing roadside vegetation and rural features. <p>Possible non-statutory measures:</p> <p>As part of its overall corporate planning processes, Council may consider implementation of the following:</p> <ol style="list-style-type: none"> 1. Encouraging community and Landcare groups to negotiate with interested land owners in areas of high scenic amenity to undertake landscaping and restoration works to maintain and enhance scenic corridors; and 2. Generally conducting its business using the overarching principles outlined in the strategies/key issues.
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4.5 A Vibrant Community and Culture

4.5.1 Community Wellbeing Strategy

4.5.1.1 Purpose

The purpose of the Community Wellbeing Strategy is to ensure the Fraser Coast in 2031:

1. is a happy, safe and inclusive place in which to live, work and play;
2. is a self-sufficient community with limited dependency on services from others; and
3. is underpinned by principles of social justice, equity and fairness ensuring all residents and visitors have equitable access to high quality services and facilities, including educational, cultural and social.

4.5.1.2 Strategy Overview

The strategy aims to enhance the Fraser Coast lifestyle and encourage and promote healthy and strong communities within it by:

1. planning for improvements to social infrastructure;
2. supporting community cohesiveness and individual opportunity; and
3. considering key health determinants, including:
 - development and maintenance of environments that support healthy lifestyles;
 - reducing social isolation, particularly for older people;
 - supporting education, employment, family relationships and housing for young people, as well as increasing the level of physical activity, improving nutrition and addressing the growing problem of overweight and obesity in young people;
 - targeting unemployment, transport difficulties, and lack of affordable housing for people suffering social disadvantage, especially in outlying areas;
 - ensuring housing, employment and transport for Aboriginal and Torres Strait Islander people;
 - promoting adequate support services and facilities for people with disabilities; and
 - working to address crime against the person and property.