

LEGEND

- Boat Ramp &/or Jetty
- Airport
- Bus Route
- Kango Bus Zone
- Proposed New Link
- Key Corridor Selection
- B Double Route
- Transport Hierarchy**
- Highway
- Arterial (Urban Arterial, Rural Arterial & Main Road)
- Sub Arterial (Traffic Distributor, Controlled Distributor & Sub Arterial Main Street)
- Collector Street (Major Collector, Collector & Minor Collector)
- Local Street (Access Street & Access Place)
- Walk and Cycle Way**
- Existing
- Future
- Watercourse/body
- Fraser Coast Regional Council Proposed Settlement Pattern**
- Urban Footprint
- Regional Landscape and Rural Production Area
- Rural Living Area



1:65,000 (at A3)

Map Projection: Transverse Mercator
Horizontal Datum: Geocentric Datum of Australia
Grid: Map Grid of Australia 1994, Zone 56



CLIENTS | PEOPLE | PERFORMANCE



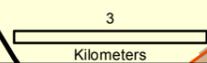
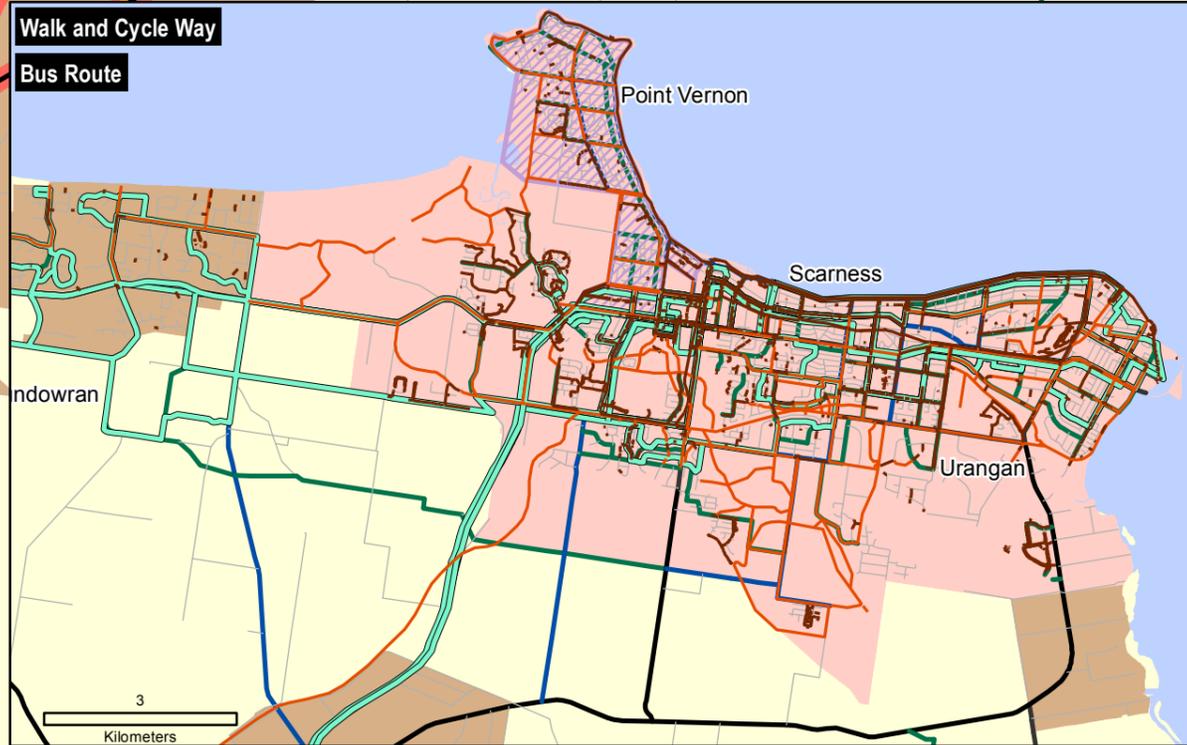
TOWN PLANNING CONSULTANTS

**Fraser Coast Regional Council
Sustainable Growth Strategy 2031**

**Integrated Transport -
Hervey Bay**

Figure 27

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Figures 25, 26 and 27 depict the major elements of the Integrated Transport Strategy for the Fraser Coast including existing and planned:

1. boat ramps and jetties;
2. vehicle passenger and barge routes;
3. bus routes;
4. airports;
5. key road corridors and new links;
6. transport hierarchy; and
7. B double routes.

4.6.2.4 Strategic Outcomes

Strategic Outcome – A transport network and hierarchy is identified and protected.	
Key Issues	Implementation Measures
<ol style="list-style-type: none"> 1. It is critical that development in the short term is carefully planned to protect and provide for future transport options and opportunities associated with substantial long term population growth. 2. Transport planning is integrated with land use planning to maximise accessibility to services and employment using non-car based transport as far as possible. 3. Development is consistent with and contributes to the establishment of the preferred settlement pattern for the Fraser Coast through an integrated transport network and hierarchy which acts to: <ol style="list-style-type: none"> a. support the long term transport needs of the Fraser Coast; and b. provide a wide range of transport options for communities including: <ol style="list-style-type: none"> i). public transport; ii). airports and ports (Hervey Bay and Maryborough); iii). walking; iv). cycling; and 	<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. High level commitment in the Strategic framework to an integrated approach to transport and land use planning, based on the preferred settlement pattern and this strategy, including supporting mapping; b. Code criteria and other provisions which link transport outcomes with other outcomes contained in this strategy, particularly in future community and infill areas; c. Overlay mapping providing for the inclusion of buffers to key sites and corridors and direction to structure planning about connections to existing and the proposed transport networks; d. An articulated preferred road network within the Fraser Coast that: <ol style="list-style-type: none"> i). is consistent with the preferred functional road hierarchy and is appropriately designed and located for adjacent land uses; ii). provides strategic connections between and within cities and towns and to the broader Fraser Coast; iii). provides a high quality freight transport network that supports and sustains the economic role of the region; and iv). is located and designed to limit impact on

<p>v). road and rail infrastructure.</p> <p>4. Development contributes and connects to the preferred road network (which prioritises public transport), to ensure strategic connections between residential areas, activity centres and employment areas within the Fraser Coast and beyond.</p> <p>5. Transport networks, corridors and infrastructure are:</p> <ol style="list-style-type: none"> a. planned and used as efficiently as possible; b. designed to incorporate significant landscaping; c. protected from urban encroachment and other incompatible land uses; d. designed to limit the impact on communities; e. designed as attractive and memorable landmarks and features that make a positive contribution to the landscape character, identity and sense of place for the locality and the overall image of the Fraser Coast; f. sensitively located and designed with a focus on achieving high quality urban design outcomes and located and designed to protect environmental values and to provide continuity of wildlife movement and ecological processes. <p>6. Transport infrastructure, particularly public transport, is provided in future community and infill areas ahead of new development or in parallel with it, to the greatest extent possible. Land is identified, protected and secured to support the long term future transportation and infrastructure needs of the Fraser Coast.</p>	<p>rural and residential areas, landscape character and ecologically significant areas;</p> <p>v). The GHD study '<i>Fraser Coast Integrated Transport Strategy</i>' (April 2011) provides a detailed description of the transport hierarchy, network, and desired standards of service, key elements of infrastructure provision. It is intended that the recommendations of that study be considered in drafting the planning scheme, including the Priority Infrastructure Plan.</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. Implementing the recommendations of the GHD Integrated Transport Study (April 2011), including those which are non-statutory; 2. Identifying, securing and protecting key sites and corridors in the short term, to provide for the long term transportation infrastructure needs of the Fraser Coast Region. Securing land now will provide for the more efficient expansion of infrastructure networks and services in the future, thus avoiding the need to acquire land and minimising disruption to the community and functioning of the transportation network; and 3. Where possible, infrastructure should avoid crossing ecological corridors. Where this is not possible, it will be critically important that any infrastructure proposed within ecological corridors includes appropriate sustainable management practices to mitigate impacts on flora and fauna.
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Key Issues

Implementation Measures

1. The Fraser Coast embraces a range of transport options to support economic development, minimise car dependency and ensure liveability. Priority is given to establishing a highly integrated, effective and efficient walking, cycling and public transport network to provide a choice of transport options and to reduce dependence on private vehicles.
2. Communities are designed to facilitate walking and cycling for local trips and public transport usage for longer trips.

Statutory measures:

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:

- a. It is intended that cities, towns and townships will be based on traditional neighbourhood design principles, including a flexible and legible street pattern (such as a modified grid) which promote accessibility for all modes of transport, rather than just the private vehicle;
- b. Provision will be made for appropriately located higher densities and finely integrated land uses to maximise opportunities for walking and cycling. The opportunity to walk to shops, employment, community facilities, education, open space and centres will be a fundamental part of the design;
- c. It is important that the efficient and integrated provision of transport infrastructure and services, including public transport, leads rather than follows development to encourage people to develop 'sustainable transport habits' as early as possible;
- d. The development of future community areas will provide for an extensive and highly integrated bicycle and pedestrian network providing connectivity within communities. Importantly, the bicycle and pedestrian system will be integrated with the public transport and road networks to provide high levels of accessibility, amenity and safety for users. The bicycle and pedestrian network for the Fraser Coast should provide:
 - i). well connected, safe local networks linking activity centres, residential areas, employment, community facilities, open space, education and public transport centres;
 - ii). safe regional cycling routes separate from arterials and other busy roads, providing connections between the cities and towns;
 - iii). safe and functional designated bicycle lanes within the shoulders of roads to encourage and provide opportunities for cyclists to commute to places of employment within cities and towns and linkages to regional cycling routes;
 - iv). sensitively located and designed recreation trail networks for walking and cycling in areas of high scenic amenity such as greenbelts,

	<p>areas with significant views and outlooks, along waterways and ecological corridors and providing linkages to urban areas; and</p> <p>v). high quality end trip facilities at destinations with high pedestrian and cycle demand, such as major employment uses, schools, community facilities, public park infrastructure and public transport interchanges.</p> <p>Possible non-statutory measures: As part of its overall corporate planning processes, Council may consider implementation of the following:</p> <ol style="list-style-type: none"> 1. Implementing the recommendations of the GHD Integrated Transport Study (April 2011).
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Strategic Outcome – Effective freight network

Key Issues	Implementation Measures
<ol style="list-style-type: none"> 1. Strategic freight transport networks and assets, both existing and future, are identified and developed to: <ol style="list-style-type: none"> a. maximise the safety of all road users; and b. support the economic development of the Fraser Coast and the WBB Region in 2031. 2. Freight routes and sites are protected from urban encroachment so that they continue to perform their function in the long-term. 	<p>Statutory measures: 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. Road and rail freight routes and appropriate buffers are identified in the Strategic Framework through this Strategy; b. Code criteria are included to ensure further inappropriate development will not be allowed to encroach on freight routes and their buffers or obtain access to and from freight routes which would reduce their functionality; and c. The role of the existing Hervey Bay and Maryborough airports in supporting regional freight movement is protected by similar provisions (in addition to the requirements of <i>State Planning Policy 1/02 – Development in the Vicinity of Certain Airports and Aviation Facilities</i>). <p>Possible non-statutory measures: As part of its overall corporate planning processes, Council may consider implementation of the following:</p> <ol style="list-style-type: none"> 1. Implementing the recommendations of the GHD

	<p>Integrated Transport Study (April 2011); and</p> <p>2. Commence investigations aimed at identifying a suitable site for a new Regional airport to be established.</p>
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4.7 A Strong, Diverse and Resilient Economy

4.7.1 Rural Lands Strategy

4.7.1.1 Purpose

The purpose of the Rural Lands Strategy is to protect rural lands as an essential building block for the future economic prosperity and community well-being of the Fraser Coast, its liveability and contribution to achieving the region's economic, natural environment and quality of life objectives.

The strategy is intended to provide overarching guidance for:

1. the sustainable use of rural resources;
2. fostering economically viable rural production and ancillary activities;
3. the future development of rural townships and communities;
4. providing essential services to rural landowners and communities; and
5. the sustainable management of rural landscapes, scenic and environmental amenities.

4.7.1.2 Strategy Overview

The Rural Lands Strategy addresses the land located in the Regional Landscape and Rural Production Area of the draft WBB Regional Plan, which constitutes more than 90% of the land area of the Fraser Coast. It seeks to deliver a range of rural land use, economic, social, and environmental outcomes that:

1. accord with the policy objectives and outcomes of the WBB Regional Plan in a manner that supports and is consistent with the planning vision for the Fraser Coast's rural sector as significant and prosperous;
2. are based on the specific physical characteristics, geographic locations, land use capability, land ownership and subdivision patterns of rural lands, current forms of land use, and their future economic viability and productive potential;
3. avoid a continuation of rural land fragmentation;
4. retain the dominant existing rural character, landscape and natural values of the Fraser Coast, by maintaining rural productivity, supported where necessary by supplementary incomes;
5. support rural land owners as stewards of the many natural and scenic qualities present in the Fraser Coast, through their continued farming activities; and
6. support rural towns, townships and communities which provide essential services to rural areas, by maintaining and capitalising on their distinctive characters, lifestyle values and economic potential, and their strong linkages to rural landscape and environmental amenities.

4.7.1.3 Mapping

Figure 1 – Regional Settlement Pattern – Fraser Coast