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Landscape Character Strategy

Fraser Coast Regional Council Land Use Strategy Project

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Fraser Coast Regional Council Land Use Strategy

Landscape Character Strategy

Prepared for

GHD, on behalf of Fraser Coast Regional Council

Prepared by

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PREFACE

This individual planning study report was commissioned by the Fraser Coast Regional Council (Council) as part its Sustainable Growth Strategy project to assist and inform in the development of a new planning scheme for the entire local government area. It is important to understand that while the study report and its recommendations are a significant input, it does not necessarily represent the final integrated policy position of Council. Rather, the information will be used to assist the drafting of elements of the new planning scheme. The integration and balancing of a range of project inputs, community and State government engagement and other information which becomes available to Council will also influence the final policy content of the new planning scheme. Following an initial review by the State, a statutory public consultation process will occur where formal submissions are considered by Council and the State government before the planning scheme is finally adopted.

Executive Summary

The landscape character strategy presents a key opportunity to identify landscape attributes within the recently amalgamated Fraser Coast Region, which contribute to its distinctive and diverse character and sense of place. Essentially, the Strategy establishes a strategic baseline audit of the current character of the Region's landscapes and provides a framework for the measurement and direction of future landscape change. The Strategy intends to play a critical role in shaping future growth in the Region; ensuring the key landscape attributes and other elements such as inter / intra-urban breaks and scenic viewpoints are conserved and enhanced through compatible settlement patterns and built development. The Strategy may also contribute to developing more detailed design guidelines, to ensure new development responds to its landscape setting and reinforces the character of a place.

In summary, the overall strategy follows the following process:

Action		Responsibility
a)	Assess landscapes; considering what contributes to and detracts from their quality and character	AECOM (part of this study)
b)	Identify and analyse landscapes; describing their character and pressures for change	AECOM (part of this study)
c)	Identify the Region's landscape values and develop recommendations for the protection, management, and planning of the Region's landscapes employing the full suite of available tools e.g. policy, management frameworks etc. (the subject of this section presented below)	AECOM (part of this study)
d)	Integrate landscape values into regional spatial policy and legislation (to be undertaken as part of the wider Land Use Strategy which this report informs)	FCRC
e)	Monitor what is happening to landscapes i.e. determining if the policies and recommendations are working in the DA process with landscape features being appropriately responded to at the site level	Ongoing implementation by FCRC

The analysis is presented in Sections 4.0 to 7.0; which develops an understanding of the key attributes of the landscape of the Fraser Coast Region including its landscape character, key views that contribute to and help define visual quality and the pattern of urban and non-urban land uses that shape the experience of moving around within the Region.

The Landscape Character Assessment described in Section 4.0 identifies nine different landscape character types and approximately twenty-four different landscape character areas within the Fraser Coast Region. The key sensitivities of these landscapes and the most significant 'forces for change' that are currently or have potential to change their visual character have also been identified, along with potential strategies to manage the change(s) identified. Unsympathetic development in these areas could affect the character and quality of the whole of the Fraser Coast Region as well as having indirect consequences for economic interests relying on a high quality environment e.g. tourism. For these reasons FCRC ought to consider impacts of proposed development on the character and attributes of these landscapes in determining planning applications.

The View Management Framework outlined in Section 5.0 seeks to identify, document and plan for the future management of specific views, view corridors and scenic routes, which are considered to be of strategic importance to the visual environment of the Fraser Coast Regional Council area. Using the adopted methodology, fourteen views of strategic importance have been identified. Unsympathetic development in these views could affect the perceived visual quality of the whole of the Fraser Coast Region as well as having indirect consequences for economic interests relying on a high quality environment e.g. tourism. For this reason, these strategic views are considered to benefit from identification and particular protection within the planning scheme.

The Urban Breaks described in Section 1.0 identifies four areas where it is considered useful to provide additional protection to gaps between urban areas and nearby settlements or within urban areas, in locations that may be potentially vulnerable to coalescence and where it is considered important in landscape terms to maintain a clear separation. In addition a number of potential alternative mechanisms are recommended to assist in maintaining settlement within a defined urban footprint, safeguarding the setting of key settlements and routes through the

region. Management recommendations are outlined in Section 8.0, which encourage performance-based criteria in the evolving Planning Scheme for determining planning applications falling within these gaps.

The Green Space corridors assessment presented in Section 7.0 highlight the contribution that the landscape assessment can make to the definition and management of Landscape and Green Space Corridors across the region in combination with ecological and recreational objectives.

This analysis presented in Sections 4.0 to 7.0 forms the basis of the recommendations presented in Section 8.0. These recommendations recognise the dynamic nature of landscape, with an emphasis on management of change i.e. accommodating change, including development, which is sympathetic to or strengthens the existing character and special qualities of the landscape whilst managing the landscapes that are inherently valued for their existing features, qualities and condition.

It is anticipated that the information developed through this strategy will be combined with the outputs of other studies (e.g. built form and urban design, open space and heritage strategies) to develop a Land Use Strategy for *Character and Identity*[1], touching on such themes as regional identity, landscape setting, cultural heritage, sense of place and community, and architecture.

[1] Fraser Coast Regional Council (2008) *Fraser Coast Regional Council Land Use Strategy Scoping Study Report*.

1.0 Introduction

1.1 Study Context

The Fraser Coast region is a highly scenic area characterised by a diversity of landscape experiences. These range from the world renowned sandy landscapes of the Fraser Coast including Fraser Island, to the riverscapes of the Mary River and the lesser known rich agricultural lands and forested landscapes of Tiaro and Woocoo. The landscape of the region is also punctuated with historic settlements such as Maryborough that add to its scenic character.

Unsurprisingly, such an attractive area is subject to numerous development pressures, foremost of which are pressure for urban expansion and the growth of the tourism market in the area. Fraser Coast Regional Council needs to respond to these through an analysis and appreciation of the landscape resources of the Region that can adequately inform the provision of appropriate planning designations and policies that will ensure adequate protection of the region's scenic qualities whilst facilitating necessary development.

1.2 Purpose and Scope

The increasing pressure on this Region, particularly in the growth "hot spots" of the coastal area centred around Hervey Bay, is likely to have considerable implications for the Region's landscape and environmental assets and also highlights the need to achieve sustainable development with a clear sense of place. The recent amalgamation of Hervey Bay City Council, Maryborough City Council, Woocoo Shire Council and Tiaro Shire Council into the Fraser Coast Regional Council also raises issues associated with ensuring that a consistent basis for the evaluation and protection of landscape assets has been applied across the Region. The production of a Landscape Character Strategy is, therefore, a timely exercise which aims to respond to these pressures and issues and to capitalise on any associated opportunities for landscape enhancement.

This study presents a key opportunity to identify landscape attributes within the Fraser Coast Region, which contribute to its distinctive and diverse character and sense of place. These will play a critical role in shaping future growth in the Region, to ensure these key landscape attributes and other elements such as inter / intra-urban breaks, and scenic routes, viewpoints and viewlines, are conserved and enhanced through compatible settlement patterns and built development.

The Landscape Character Strategy will form part of the evidence base for the development of a Regional Plan. It may also contribute to developing more detailed design guidelines, to ensure new development responds to its landscape setting and reinforces the character of a place.

1.2.1 Study Objectives

The key aim of the Landscape Character Strategy is not to preserve a landscape created from past processes, but to ensure that valued and key attributes which create a strong sense of place and character are understood, maintained and enhanced in the future. More specific objectives include to:

- Analyse and describe key landscape attributes that contribute to the character of the Fraser Coast Region to provide a baseline for influencing the form of future urban settlement, and promote their on-going maintenance and enhancement as future growth occurs;
- Prepare a comprehensive assessment of landscape values, which specifically identifies the following elements:
  - Character and identity elements (Landscape Character Assessment and Guidelines)
  - Scenic viewpoints of Regional/strategic importance (View Management Framework)
  - Inter and intra-urban breaks
  - Green Space Corridors

The information developed through this study will be combined with the outputs of other studies (e.g. built form and urban design, open space and heritage strategies) to develop a Land Use Strategy for "Character and Identity", touching on such themes as regional identity, landscape setting, cultural heritage, sense of place and

community, and architecture. It will conclude with a set of strategy statements and key implementation measures (or 'actions'), which are supported by an overall strategy map.

1.2.2 Study Limitations

Inevitably, due to the broad subject matter and large geographical area, there are a number of limitations that have affected the scope of the current study. Limited financial resources to undertake the study have necessitated that the study:

- Focuses at the higher 'strategic' landscape level and does not delve down to provide a comprehensive assessment of all unique individual elements that may be important at the local scale; for example the study identifies the value of mature trees along river corridor landscapes, but has not been able to identify the location and species of each individual tree of potential significance.
- Limits public consultation and public input (this has also been impacted by the volume of other studies undertaking public consultation at the current time with potential for consultee fatigue), for example it has not been possible to undertake extensive 'scenic preference' studies for residents within the Fraser Coast Region so a combination of professional judgement and the results of the SE Queensland scenic preference study have been used as a baseline.
- Limits fieldwork and analysis to those areas that would benefit the most from assessment the geographical scope of the field survey has been limited to the mainland. Whilst Fraser Island is a highly valued landscape it was felt early in the study process that this area has already received sufficient study and has sufficient pressure for protection (as part of the World Heritage Area [WHA] and, therefore, subject to the WHA Management Plan) whereas other parts of the Fraser Coast Region, particularly the rural areas appear not to have been subject to comprehensive landscape assessment prior to this study.

1.2.3 Key Steps

The key steps taken in this study are set out on the following two pages.

PHASE 1: PROJECT INCEPTION

Step 1: Inception meeting:

Confirm scope and preliminary approach to landscape strategy

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Step 2: Internal meeting:

Refine methodology and key outputs

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Step 3: Literature review

- Obtain and review GIS data
- Obtain and review local and regional planning policies relating to landscape and visual/scenic amenity
- Obtain and review background studies to inform the strategy
- Obtain and review tourist related information to define 'known' viewpoints/vantage points, scenic routes, sites of key interest

PHASE 2: BASELINE ASSESSMENT

Step 4: Data Analysis

- Review GIS datasets (composite soils/geology/topography, DEM, slope analysis)
- Review natural landscape framework: define key landscape features and elements (ridges, valleys, peaks, natural areas, bio-regions, land cover, land use)
- Review cultural landscape framework ('known' viewpoints/vantage points, scenic routes, sites of key interest e.g. historic sites)

↓

Step 5: Baseline Assessment – desk-based

- Define potential landscape character types using GIS data
- Define potential significant landscape features (natural and cultural)
- Review existing spatial distribution of population and densities, and potential future desired 'growth points' and current 'hot spots' for development (liaise with FCRC)
- Develop field survey form to assess landscape character and scenic amenity

Gain a solid understanding of the existing environment, before defining future management and development patterns

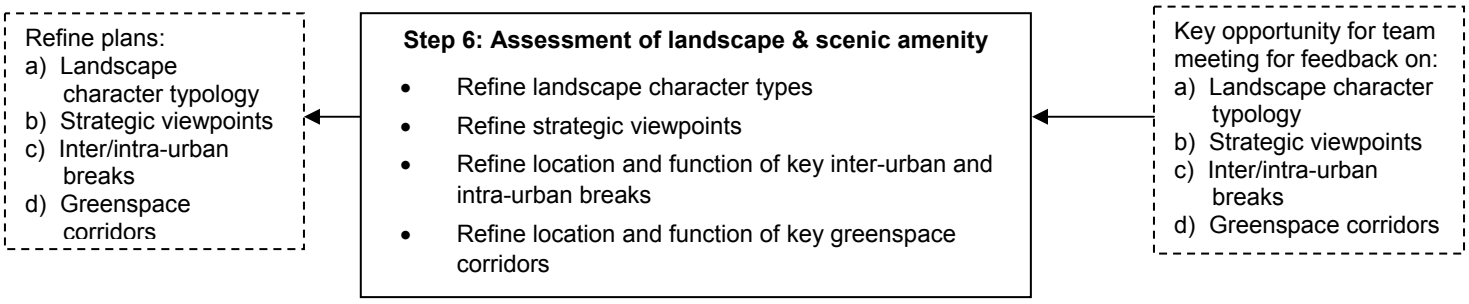
↓

Step 6: Baseline Assessment – verification/recording

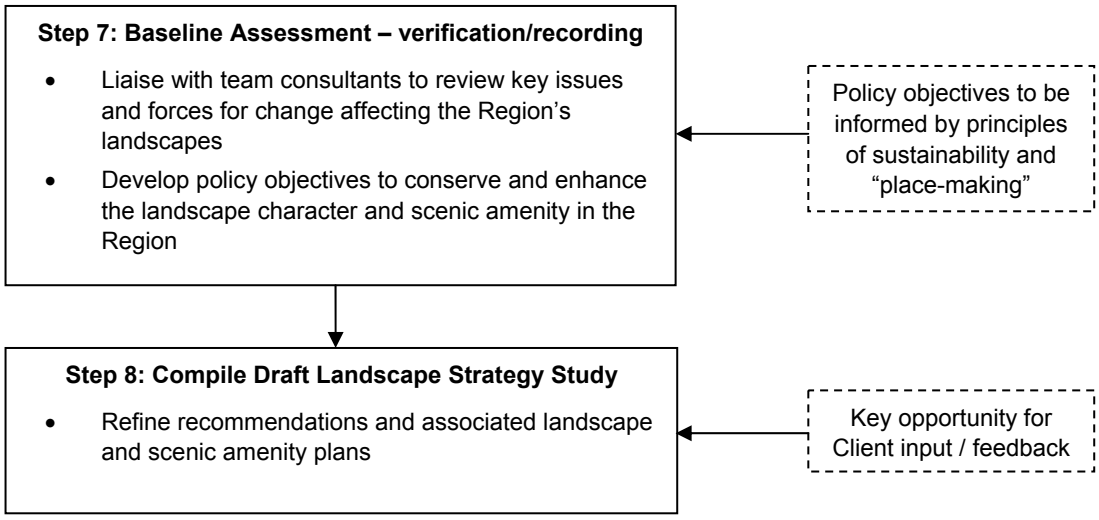
- 'Ground-truth' and refine draft landscape character types (and possibly character areas)
- Define potential strategic viewpoints of scenic amenity value
- Define location and function of key inter-urban breaks between settlements and intra-urban within that occur within the urban fabric and identify their role/function
  - (i) Define location and function of key green infrastructure corridors (e.g. Parks and gardens
  - (ii) Amenity greenspace (informal recreation spaces, housing green spaces)
  - (iii) Natural and semi-natural urban greenspaces (forest, pastures, salt marshes, wetlands, woodlands)
  - (iv) Green corridors (rivers and creeks, road and rail corridors, cycling routes)

What makes the Regions' landscapes distinctive?

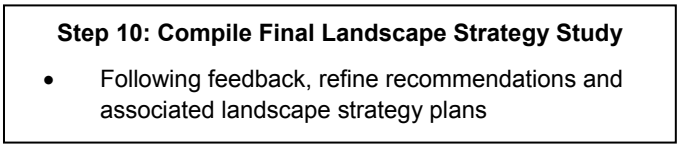
PHASE 3: UNDERSTANDING AND INTERPRETATION



PHASE 4: RECOMMENDATIONS



PHASE 5: FINAL REPORTING



1.3 Key Terms and Definitions

Green Space Corridors: See 'Landscape Corridors' below.

Landscape Character is the distinct and recognisable pattern of elements that occurs consistently in a particular type of landscape, and how this is perceived by people**.**

Landscape Character Types are '*distinct types of landscape that are relatively homogeneous in character...generic in nature in that they may occur in different areas in different parts of the country, but wherever they occur they share broadly similar combinations of geology, topography, drainage patterns, vegetation and historical land use and settlement pattern*'. (Definition based on The [former] Countryside Agency and Scottish Natural Heritage's *Landscape Character Assessment: Guidance for England and Scotland*, 2002).

Landscape Character Areas are '*single unique... discrete geographical areas of a particular landscape type... Each has its own individual character and identity, even though it shares the same generic characteristics with other areas of the same [landscape] type*'. (Definition based on The [former] Countryside Agency and Scottish Natural Heritage's *Landscape Character Assessment: Guidance for England and Scotland*, 2002).

Landscape Condition is '*based upon judgements about the physical state of the landscape...its intactness, from visual, functional, and ecological perspectives. It also reflects the state of repair of individual features and elements which make up the character in any one place*'. (Definition based on The [former] Countryside Agency and Scottish Natural Heritage's *Landscape Character Assessment: Guidance for England and Scotland*, 2002).

Landscape (or Green Space) Corridors are *'lineal areas with current or potential high confluence of landscape values and ecosystem services that have the capacity to improve connectivity between core landscape areas, people, places, infrastructure and ecosystems.'* (Definition based on The South East Queensland Regional Plan 2009-2031)

Landscape Sensitivity is *'related to landscape character and how vulnerable this is to change… Landscapes which are highly sensitive are at risk of having their key characteristics fundamentally altered, leading to a different landscape character… Sensitivity is assessed by considering the physical characteristics and the perceptual characteristics of landscapes in light of particular forms of development'.* (Definition based on Scottish Natural Heritage's *Topic Paper 6: Techniques and Criteria for Judging Capacity and Sensitivity*, 2002, pages 2-5).

Landscape Value is the relative value or importance attached to a landscape (often as a basis for designation or recognition), which expresses national or local consensus, because of its quality, special features including '*perceptual aspects such as scenic beauty, tranquillity...cultural associations....and presence of conservation interests... nationally or locally*'[2]. (Definition based on The [former] Countryside Agency and Scottish Natural Heritage's *Landscape Character Assessment: Guidance for England and Scotland*, 2002).

Scenic Amenity: Refers to benefits the community obtains from the aesthetic visual character of the landscape. The South East Queensland Regional Plan Implementation Guideline No. 8 defines scenic amenity as '*a measure of the relative contribution of each place in the landscape to the collective appreciation of open space as viewed from places that are important to the public*' (Department of Natural Resources, 2001). For the purposes of this assessment a more holistic measure has been taken that encompasses both 'natural' landscapes as well as more 'urban' townscape character and also considers the potential for additional viewpoints to become appreciated by the public, for example due to changing land use as previously remote areas become more accessible. Thus Scenic Amenity is defined as "A measure of the anticipated public appreciation of visible landscape quality". This is based on an understanding of *scenic preference* (defined below).

Scenic Preference: This is defined as "*the public preference for a particular type of landscape*" (Department of Natural Resources, 2001). This has previously been defined in Implementation Guideline No 8 as '*a rating of the community's liking for scenery of open space compared to areas occupied by built structure, measured using photographs*'. However, a tailored scenic preference study has not been undertaken for Wide Bay and Burnett region and, whilst the data from SE Queensland provides some measure of the type of landscapes likely to be valued by the FCRC community (residents and visitors), it cannot be applied indiscriminately to landscapes in this

[2] Scottish Natural Heritage (SNH) and The Countryside Agency (2002) *Landscape Character Assessment: Guidance for England and Scotland.* Page 53.

Region, particularly as heritage townscapes (such as that experienced in Maryborough) were poorly represented in the SEQ analysis. Consequently, and in the absence of funding to undertake a detailed analysis of FCRC values, the assessment of scenic amenity is based on a combination of professional judgement (using a transparent methodology for selection of strategic views), tourist literature and consultation with Fraser Coast Regional Council. The assessment of tourist literature entailed reading available tourist brochures and websites to determine which aspects of the landscape and/or townscape were consistently referred to as being of scenic value to the potential visitor, were frequently depicted in pictures or, wherever possible, specific views that were mentioned by name.

Strategically Important Landmark: Based on the definition given in the London View Management Framework (Greater London Authority, 2009), this is described as "*a prominent feature in the landscape or structure in the townscape, which has visual prominence, provides a geographical or cultural orientation point and is aesthetically attractive through visibility from a wider area".*

Viewpoint (or View Location): The Oxford English Dictionary defines this as "*a position affording a good view*". Other definitions have included "*A defined publically accessible location where people can safely stop to admire the view*". For the purposes of this assessment a viewpoint is defined as "*a publically accessible location from which a strategic view can be seen*".

Visual Exposure: This relates to the visibility of elements in the landscape. It is defined in Implementation Guideline No. 8. (Department of Natural Resources, 2001) and in the current study as *'A measure of the extent to which a place in the landscape is seen from important public viewing locations*'

Visual Management Guidance: This provides specific guidance on the management of the character and landmarks within the identified strategic views.

2.0 Policy and Guidance

This section provides an overview of the key planning policies and guidance relating to landscape, views and scenic amenity that are currently in place within the study area. This relates to the development plans of the four former Local Council areas that now make up the Fraser Coast Regional Council area, i.e. Hervey Bay City Council, Maryborough City Council, Tiaro Shire Council and Woocoo Shire Council. It also includes information from other relevant plans at the higher (Wide Bay Burnett Region) and area-specific plans (e.g. Draft Queensland Coastal Plan 2009 and Great Sandy Region World Heritage Area Management Plan).

Until the Fraser Coast Region planning scheme has been developed and adopted, the local planning schemes for the previous council areas remain active, and are summarised in Table 1. Although many of the policies in Table 1 do not strictly relate to maintaining and enhancing landscape character and visual amenity, their intentions have outcomes that have the potential to influence and affect the landscape and visual resource within the study area. Key designations and features noted in State and Local Policy, which contain value relating to landscape and visual amenity (including scenic value), are shown on **Figure 1**.

The purpose of assessing the current policy baseline is to gain an appreciation of those landscape assets that are *already* recognised as being of particular value within the region and understand the current mechanisms by which they are protected. From this baseline it is possible to assess if valued assets may occur across a wider geographical area than is currently protected and to consider the range of options for protecting these and any future assets that may be identified.

Table 1 Summary of policy and guidance related to landscape character and visual amenity

National / State / Regional Policy and Guidance	
Policy	**Purpose / Intent**
Great Sandy Region Management Plan 1994-2010 (2005)	
Strategy 1.07 Landscape	The Great Sandy Region National Park covers a large part of the study area, including Fraser Island (a World Heritage property), the waters of Hervey Bay and Great Sandy Strait. A management plan was developed for the park in 2005 (under the *Nature Conservation Act 1994*) to "*to protect, conserve, present, rehabilitate and transmit to future generations the physical landscape, biological, cultural heritage and other significant values of the entire Great Sandy Region*". The Great Sandy Region is recognised as having "*areas of outstanding landscape value...[and] scenic beauty... largely derived from the naturalness, uniqueness, diversity and spatial relationships of landform and vegetation*". Management considerations regarding landscape and scenic values are essentially concerned with "*viewfield management*" (the form and contrast of any disturbance, its distance from the observer and the location of the observer are all factors that influence the impact of any intrusion on the landscape). Viewfield protection guidelines and visual quality objectives (although not specifically developed for the Region) are factored into local area planning schemes "*to ensure the desirable character of areas is maintained*". In addition, planning schemes outline criteria for siting design and material used in construction to reduce impact upon landscape, views and scenic amenity.
Draft Queensland Coastal Plan 2009	
Policy SO3-38: Scenic Preference Values	The State Coastal Management Plan "*seeks to maintain areas of high and locally important scenic preference such as beaches and waterways*". It notes that "*urban settlement patterns and the protection of scenic preference are key issues...as these factors have implications for environmental protection, promoting efficient and sustainable urban form, ensuring development is not at risk from coastal hazards and protecting areas of scenic preference*". The Plan also advocates "*urban consolidation within the coastal zone, thereby reducing the extent of the community's development footprint and helping to protect scenic preference values*". A key outcome sought by the policy is to ensure development and infrastructure within the coastal zone (including its location, scale, design) will "*preserve the scenic amenity of the coast by retaining the coast in a predominately natural, undeveloped state*". The Plan distinguishes areas of high scenic preference as those areas characterised by

National / State / Regional Policy and Guidance	
Policy	**Purpose / Intent**
	"*natural environments with little or no built elements*", including those areas within 500m of the coastline or 500m of the bank of a waterway or estuary.
State Forest for Vegetation Management (2009)	
The Conservation of Biodiversity (4.1)	The State Policy for Vegetation Management has been prepared in accordance with Section 10 of the *Vegetation Management Act 1999* (VMA) and aims to '*conserve and enhance networks and corridors of vegetation*'. Where clearing of vegetation is permitted, the policy recommends developments to provide a '*vegetation management offset... that ensures the extent of vegetation and associated environmental values are maintained or exceeded*'.
Wide Bay-Burnett Regional Plan (non-statutory plan and currently under review)	
Regional Landscapes (Open Space / Special Places): Policy 2.4.1	This policy advocates the identification and protection of "*areas of natural, cultural, recreational and scenic value*". It encourages Local and Regional Authorities to identify and map "*high value scenic landscapes...and scenic corridors*". It also encourages Authorities to develop an open space strategy for urban and rural communities which "*strengthens regional identity and image*" and provides "*green space separation of urban areas*".
Tourism: Policy 10.4.1	This policy advocates the identification and long-term protection of "*scenic landscapes and natural assets considered necessary for the preservation of rural character*".
Rural Industries: Policy 5.3.1	A key objective of this policy is the conservation and enhancement of the Region's "*unique character of rural towns and settlements and the diversity of natural features*" to maintain a "*viable rural production sector*".
Coast to Country – The Burnett Mary Regional Integrated Natural Resource Management Plan Natural Resource Management Plan (2005) (Currently under review)	
Fraser Coast and Burrum and Mary River Catchment Basins	The Plan recognises the Burnett Mary region as "*one of the most diverse for coastal and marine plants and animals in* Australia... *characterised by representative species from temperate and tropical climates, some that are unique to the region*". Significant landscape features located in the Fraser Coast Region study area include: • Wongi Lagoon – an intact, spring-fed, fresh water ecosystem located in Wongi State Forest • Hardwood State Forests, west of Tiaro • Mt Bauple National Park • Areas of intact remnant riparian vegetation in some sub-catchments, (e.g. Tinana Creek) • Fraser Island sand dunes • Great Sandy Strait wetlands and mangrove areas • Hervey Bay/Great Sandy Strait feeding grounds • Fraser Island's large tracts of unmodified areas, which are rich in biodiversity
Mount Bauple National Park Management Plan	
Landscape, soil and catchment protection	The Plan recognises the park as a "*scenic attraction for people travelling along the Bruce Highway*" and advocates the importance of maintaining a "*skyline free of any structures*". The plan also recognises the park's scientific values and therefore restricts access and advocates "*education and interpretation programs outside the park*" to foster an appreciation of the park by local communities.
Local Policy and Guidance	
Policy	**Purpose / Intent**
Hervey Bay City Planning Scheme	
Open Space, Natural Environment and Cultural Heritage	This is one of the six desired environmental outcomes for guiding development in Hervey Bay. Its purpose is to ensure the "*natural resources, ecosystems, open spaces and cultural heritage are sustainably managed to create a framework around which the City will develop*". It encourages development that enhances the "*environmental values of the City*" (including the mainland, islands and waters of Hervey Bay and Great Sandy Strait)

National / State / Regional Policy and Guidance	
Policy	**Purpose / Intent**
	and "*protects the unique scenic values and landscapes both within, and as backdrops, to the City*".
Natural Areas Overlay Code PC3: Natural Areas	This policy advocates the conservation and enhancement of "*native vegetation along visually prominent ridgelines, hillsides and waterways...[and] street trees*" due to their "*scenic values*".
Structure Planning Code PC9: Ridgelines and Steep Lands	A key objective of this policy is to ensure "*ridgelines are retained undeveloped*". It also advocates open space that responds to "*key vantage points along the coastal ridgelines*" and integrates with the neighbourhood structure.
PC11: Noise and Amenity	A key objective of this policy is to ensure residential areas have minimal traffic noise whilst avoiding "*sole use of noise barriers and fences...given the visual amenity impacts of these solutions*"
Maryborough Town Plan (2007)	
This Plan divides the City into eight 'Local Areas' based on existing land uses, natural and built attributes and future development possibilities. A key intent the Local Area Plans is to encourage development that responds to the existing character and land use needs	
Local Area 1 – Maryborough Central	A key objective for this area is to have "*high standards of residential amenity...with recreational spaces lining the river...attractive parks and gardens*" and protection of riparian areas alongside the Mary River. The streets will be "*landscaped to form visually attractive streetscapes*" and the area's history will be promoted through "*the character and style of the Queenslander houses...[and] heritage trails*".
Local Area 2 – City Centre	A key objective for this area is to "*create avenues of trees that reinforce important view corridors and create visually and environmentally attractive streetscape*". The "*historical character*" of the City Centre will be promoted through creation of "*heritage trails...and encouraging the conservation of areas/buildings of special historic character*", such as the Wharf Street Precinct.
Local Area 3 – The Pocket	Located in a distinctive pocket of the Mary River, on the south eastern town fringe, the vision for development in this area encourages industrial activities, including light and service industries, which responds to its valued residential and natural river valley setting. The Pocket will also continue to provide a "*substantial area of productive agricultural land*".
Local Area 4 – Tinana	This vision for Tinana is for a "*distinctive and attractive local area, which will form the main 'gateway' to Maryborough from the south*". Residential development will be *consolidated to the east of the Bruce highway*" and should respond to its rural setting with large tracts of bushland alongside the southern banks of the Mary River, west of Maryborough.
Local Area 5 – Granville	Located along the southern banks of the Mary River, east of Maryborough, the vision for Granville is for a "*quiet residential character*" interspersed with and adjoined by bushland areas. Future residential expansion will primarily be in the form of infill and the area will also accommodate a "*world-class marine industrial precinct*", which will exhibit "*high standards of...environmental management*".
Local Area 6 – Maryborough West and North	This vision for Maryborough West is to "*maintain a largely rural character and ...provide a 'green' entrance to the City from the railway station and the Bruce Highway".* It aims to protect the "*natural qualities*" of Saltwater Creek and the Mary River and develop the Botanic Gardens, to "*provide a natural tourist attraction for the City*". This vision for Maryborough North is to encourage development that responds to the environmental character of this area.
Local Area 7 – Coastal Townships and Rural	This area consists of a series of "*discrete coastal villages with a quiet, peaceful and distinctive character...supported by the natural and rural attributes of the area including the Great Sandy Strait, surrounding natural vegetation and existing rural activities*". It advocates future development to be "*low key*" and "*of small scale to reflect the character of the area and...maintain the natural qualities of the area*".
Local Area 8 – Fraser Island South	This vision for this area supports the Great Sandy Region Management Plan and seeks to conserve the physical, natural and cultural values, as well as manage recreation; ensuring that World heritage obligations are met and RAMSAR sites are protected.

National / State / Regional Policy and Guidance	
Policy	**Purpose / Intent**
Tiaro Shire Council Planning Scheme	
Character and Lifestyle	This is one of the four desired environmental outcomes for guiding development in Tiaro Shire. Its purpose is to ensure the "*identified cultural and heritage features are protected from significant change...[and] the coastal landscape character and environmental values are not degraded by development*".
Green Spaces and Natural Resources	This is one of the four desired environmental outcomes for guiding development in Tiaro Shire. Its purpose is to ensure "*natural features with biodiversity and, or, visual amenity are retained… green space is preserved and expanded throughout the Shire*". Natural features referred to in the Shire Planning Scheme include State Forests, Timber Reserves, National Parks, Good Quality Agricultural Land (Class A and B), wetlands and tidal Areas, major watercourses, and other areas such as remnant vegetation along Tinana Creek, Gutchy Creek. Natural features and resources identified in the Plan include: • State Forests, Timber Reserves and National Parks (Mount Bauple NP, Kauri Creek Conservation Park and Fish Habitat Reserve, Tinana Creek Conservation Park, Miva Forest Reserve) • Other natural features (Dry vine scrub at Tinana Creek; vine scrub/rainforest at Gutchy Creek; and remnant vegetation and Local, Regional and State Ecosystems) • Local Extractive Resources, Hard rock quarry at Curra • Good Quality Agricultural Land, Class A and B • Wetlands and Tidal Areas • Major watercourses
Rural Zone Code	This code advocates the "*productivity and viability of GQAL is not compromised...* [and] *rural lands are used mainly for major agricultural and animal husbandry uses except for some low impact uses adjacent to urban areas such as service industries*". It also ensures that "*impacts of land uses in the rural area on the environment are minimised...* [and] *the natural features and character of the rural areas are identified and protected from the impacts of development*". Developments for tourism type uses are encouraged in sites where "*natural features prevail or in areas of interest to the public*" and do not "*threaten the viability of traditional rural uses*".
Woocoo Shire Council Planning Scheme	
Desired Environmental outcomes	A key outcome for guiding development in the Woocoo Shire is to "*maintain and protect those natural and cultural resources of value that contribute to the amenity and character*" of the Shire, including the "*Mary River, remnant vegetation strands, native forests, land and water resources*". In addition, the Scheme advocates "*the protection of good quality agricultural land'* and the requirement to *"safeguard the agricultural productivity of land in the lower Mary River irrigation area*". The townships of Mungar and Brooweena and the Oakhurst Gardens and Little Tinana Precincts are identified as key service nodes for surrounding primary production areas as well as a focus for community activity.
Conservation Zone Code	This code advocates the "*protection of natural landscapes and vistas of scenic value from intrusive development*". These vistas or their specific qualities are not described. It also ensures that "*buildings are sited to compliment the natural landscape and topographical features of the site and surrounding open space/conservation area, having regard to significant views and vistas, natural water systems and riparian vegetation*".
Major Infrastructure Overlay Code: Major Transport Corridors SO-5	A key outcome of this code is to ensure "*predominant views and vistas from State-controlled Roads are preserved*"; however the specific qualities of these views and vistas are not described, nor are there any probable solutions identified.
Landscaping standards	The purpose of this policy is to ensure that any "*landscaping and buffers*" associated with new development use predominantly native and endemic species to fit in with the "*character of existing vegetation in the region*".

3.0 Influences on Landscape

The Fraser Coast Region boasts an extraordinarily diverse collection of landscapes, including prominent forested hills and peaks protruding from farmland, broad river valleys meandering through alluvial pastures and cane fields, estuaries and coastal foreshores with distinctive wallum habitat, and the renowned land/seascapes of Fraser Island and Great Sandy Strait. These landscapes have been shaped over different timescales and to different extents by variations in, geology, climate soils, landform, vegetation, patterns of settlement, and use of these landscapes by people. The description below is not intended to be a comprehensive description of all influences on landscape evolution across the Fraser Coast Region but to provide a 'snapshot' of the key influences that will provide a framework for the understanding of the landscape character assessment described in the following chapter.

3.1 Natural Influences

Natural influences are the most fundamental and tangible influences on landscape character, forming some of the most permanent and unchangeable aspects of appearance. The underlying rock structure is created by geological processes acting over millions of years and continually modified by hydrological and climatic weathering processes which, in turn, have sculpted the landform patterns and created variation in soil types across the Region. Subsequently these variations also affect the natural biological communities that are able to survive and the potential of the landscape for human land use and settlement as discussed below.

3.1.1 Geology

Figure 3 presents a simplified analysis of the surface geology of the Fraser Coast region. The western part of the region forms part of the Tasman Fold Belt (Orogenic Zone), an extensive area stretching along much of the eastern coast of Queensland, formed of sediments and volcanic rocks that were periodically folded and faulted, intruded by granite and finally uplifted as a relatively stable block by the early Mesozoic era. Over geological time, but particularly during the Cretaceous Period of the late Mesozoic Era (approx 65-145 million years ago), the coastline of Queensland underwent continuous transformation as a result of sea level changes and local land mass sagging. This led to periodic inundation of the sea into the current land mass and the formation of inland basins, within which sedimentary deposits formed. Many of these basins, including the Maryborough Basin (and more widely known basins such as Surat and Bowen), became periodically swampy leading to the formation of coal measures and other assets (e.g. gas and oil) that are commercially valuable to humans. Thus, the geology of the Fraser Coast is varied but simplistically comprises 'younger' sedimentary and metamorphic rocks towards the east coast with older metamorphics and sediments with discrete areas of intrusive and volcanic igneous rocks towards the west.

3.1.2 Topography and Landform,

Landform is the result of the action of geomorphological processes (the action of winds, waves, rain, biological weathering etc,) onto the underlying geology. Consequently, topography within the Fraser Coast Region is highly varied and strongly linked to changes in the underlying geology described above. This is most apparent where the geology changes from more resistant igneous volcanic substrates that form distinctive peaks, such as Mount Bauple, to sedimentary rocks and sandstones that are more susceptible to erosion leading to a more gently undulating topography used mostly for pastoral farmland). The topographic analysis (Digital Elevation Model) of the study area is presented in **Figure 2**. This illustrates that topography is generally more elevated in the east with outlying ranges or high hills of the Great Dividing Range of marked relief (over 100m) including Mount Walsh to the east of the study area (~703m AHD) and volcanic hills such as Mount Bauple (~496m AHD). Towards the coast, elevation falls and forms of moderate or low relief (gentle hills and plains generally below 100m) predominate. A notable exception to this is the high elevation of Fraser Island, which arises from a distinct set of circumstances. This sand island – the largest in the world - has dunes to heights of over 240m that have formed from the deposition of sand derived from weathering of granite and sandstones from New South Wales that have been carried to the sea via rivers and thence north in ocean currents where they are deposited by littoral drift.

3.1.3 Hydrology

The main river system in the Fraser Coast is the Mary River. This River has its origins in the Gympie Region flowing generally south-north through the Fraser Coast (notably a general orientation that is commonly followed by rivers in Queensland) before heading eastwards towards the coast. Throughout the length of the river it is

swelled by numerous tributary creeks and, finally, by the Susan River close to Maryborough, before its discharge to the Great Sandy Strait at River Heads. A small area of the region in the north is part of the Burrum River system which flows in a north-easterly direction through Howard/Torbanlea to discharge into the ocean near Toogoom.

3.1.4 Soils

The distribution of the main soil groups within the study area is shown in simplified form on **Figure 3**. The soil distribution relates to the underlying geology and hydrological processes, particularly erosion by wind and water. To the east, associated with the upland ranges of Mount Walsh, the dominant soil type is *rudosols*, which are poorly developed shallow and stony soils with relatively undifferentiated soil horizons and often with significant rock outcrops. A broad band running through the core of the region (through much of inland area of the former shires of Woocoo and Tiaro) is dominated by *sodosols*. This soil type is defined by its high sodium content (caused by alternating aridity and humidity during the Quaternary Period), generally low fertility, and frequently by a seasonally perched water table arising from the presence of an upper sandy or loamy horizon lying over an impermeable clay layer (clay pan). To the west occupying a broad band centred on Maryborough are *Kandosols*. These are well-drained, permeable, structureless soils with low fertility that are commonly associated with old, deeply weathered lower-lying landscapes typical of those found in this area . Finally the coastal strip between River Heads and Tin Can Bay and Fraser Island is formed of *Podosols*. These are characterised by a high quartz sand element, high organic aluminium and iron content and acidity. They are of low fertility and permeable but often affected by seasonal waterlogging.

3.1.5 Habitat

The dominant habitat is largely related to the underlying soil type, elevation and local climate. However, native habitat has frequently been cleared from soil types that are more fertile or can be more readily cropped or grazed, as discussed further under 'Human Influences' below.

The dominant vegetation types within the region are hoop pine forests, native eucalyptus forests, open eucalypt woodland, wallum heath, and mangrove swamp. The Rudosols support native forests and where volcanic intrusions are present generally Hoop Pine forests are present. The sosdosols and kandosols generally support extensive eucalypt woodlands and open forest; a large proportion of the Fraser Coast Region comprises State Forest occurring within these soil types. Podosols can support a diverse plant community including rainforests and heathlands (including wallum). These variations result in notable changes in landscape character, for example where the coal measures (forest on light, sandy soils) give way to coastal dunes (flat coastal plains containing melaleuca woodland, mangroves and wallum). Wallum heathland vegetation is, perhaps, the most visually distinctive habitat of the Fraser Coast as it occurs in few other parts of Australia. Hoop pine forests are also visually notable habitats.

3.1.6 Bioregions

The Fraser Coast Region forms part of the wider Southeast Queensland bioregion. Within this area there are a number of subregions that define broad differences in geology, landform, climate and habitat values. These subregions are briefly described in Table 2.

Table 2 Description of Fraser Coast Region sub bioregions

Sub Bioregion	Name	Total Area	Key attributes[#]
South-Eastern Queensland 5	Brisbane - Barambah Volcanics	806,778	An area of rolling hills and broad stream valleys in the western Mary catchment. There are granite intrusions associated with elevated topography in the eastern section. It contains extensive ironbark eucalypt woodlands, Araucarian microphyll rainforests and prior to clearing, *Eucalyptus tereticornis* woodlands.
South-Eastern Queensland 7	Gympie Block	859,020	Located west of the Mary River catchment and south of Curra. Features include low, hilly landscapes on old sedimentary rocks, metamorphic and intermediate and basic volcanic with scattered acid volcanic intrusions. The relatively fertile soils associated with volcanic support patches of Hoop Pine vineforest and mixed eucalypt forests. These are replaced by ironbark woodland where rainfall is lower.
South-Eastern Queensland 8	Burnett - Curtis Coastal	700,044	This contains lower Mary River catchment and coastal areas north of Poona. It is based on sedimentary rocks of the

Sub Bioregion	Name	Total Area	Key attributes[#]
	Lowlands		Maryborough basin and marine and alluvial sediments. While drier than bioregions to the south, it is marked with a tropical biotic component. Major vegetation types include heathlands, Melaleuca and Eucalypt woodlands and open forests.
South-Eastern Queensland 9	Great Sandy	356,563	This includes the Great Dandy Straits and coastal zone south of Poona. It is characterised by sand masses and sandstone hills. Major vegetation types include rainforest, Mixed Eucalypt open forests, Banksia woodlands and melaleuca woodlands.

#Note: descriptions taken from *Fraser Coast Environmental Profile 2008*.

3.2 Human Influences

Whilst natural influences are the most important determinants of the Fraser Coast Landscape, this section considers how humans, particularly post-European settlement, have responded to these to have a significant effect on the current visual character of the landscape. Humans are known to have colonised Queensland at least 30,000 years ago and there is evidence of settlement within the Fraser Coast region from at least 5,000 Years before present including a midden at Moon Point on Fraser Island. Features of the Fraser Coast were described and documented by Cook on the voyage of the Endeavour (1770) including *Indian Head* and *Sandy Cape* (Fraser Island). Flinders described the *Great Sandy Peninsula* on his journey on the Investigator (1802) and is known to surveyed the land from a point in Hervey Bay, currently marked by a lookout. Stations were established in the Burnett region sometime after 1840 and sugar growing spread north into Maryborough during the 1860s with other crops following soon after. Human influences on the landscape have increasingly grown ever since and in the nineteenth century Maryborough developed as a hinterland railway town, with manufacturing industries producing both locomotives and ships and local coal mines also active. Since World War II, manufacturing has declined and there is evidence of this in the physical landscape round Maryborough.

3.2.1 Land Use

The current major land uses are (in no particular order):

- Nature conservation, e.g. Fraser Island World Heritage Area and Poona National Park): The key nature conservation areas comprise landscapes associated with the podosols of the Great Sandy World Heritage Area in the east, including Fraser Island, and smaller national parks associated with the uplifted intrusive and volcanic geological assemblages towards the east of the region (such as Mount Bauple and Mount Walsh) generally associated with thin soils such as rudosols.
- Forestry, including a number of State Forests and plantations (e.g. Wongi and Tuan State Forests) which generally occur associated with sodosols and kandosols;
- Cattle grazing (particular in the former Woocoo Shire) , associated with sodosols on sedimentary rocks including sandstones that have eroded to form areas of gently undulating topography;
- Dryland and irrigated cropping for sugar cane on the lower lying plains, particularly along the Mary River and Tinana Creek) particularly where deeper alluvial soils occur with ready access to water for irrigation ;
- Localised areas of fruit production including Macadamia nuts and pineapples; and
- Urban development including housing, tourism, commerce and industry (as discussed below).

It is noted that coal mining was once an important contributor to the Region's economy, but is not currently noticeable.

3.2.2 Settlement Pattern

The Region comprises two key urban centres, Hervey Bay and Maryborough, located in the north and north-eastern portion of the Council area respectively; surrounded by number of rural/hinterland townships and settlements including Howard and Torbanlea (both former mining communities), Tiaro, Bauple, Brooweena and Aldershot; and a string of coastal townships and fishing villages including Burrum Heads and Toogoom north of Hervey Bay, and River Heads, Maaroom, Poona, Boonaroo and Tinnanbar south of Hervey Bay. Several residential communities have also emerged more recently, including Glenwood, Bidwill and Dundowran; which are serviced by nearby centres.

Tiaro, and the surrounding landscape including Mount Bauple, is considered to be the southern gateway into the Region. In particular, the elevated views from the Bruce Highway near Glenwood provide memorable northerly views across the Region's diverse collection of landscapes.

Maryborough, established in a protected but deepwater inlet on the Mary River, had a booming shipbuilding industry and was once considered as the potential capital of Queensland. A number of fine civic buildings of heritage character and many fine exemplars of residential 'Queenslanders' testify to its former affluence. In contrast, Hervey Bay, once a small fishing village, has grown in importance as a result of its tourism industry, particularly the opportunity for whale-watching and as a stopping off place en route to the Fraser Island World Heritage Area and is also a popular place for retirees to settle.

3.2.3 Transport and access

The Region is bisected north-south by the Bruce Highway, the most important route through the Fraser Coast Region which runs nearby both Hervey Bay and Maryborough. Exiting the Bruce Highway at Maryborough, the Maryborough-Hervey Bay Road forks north east connecting Hervey Bay to Maryborough and is one of the busiest roads in the region. The region is connected to areas lying to the west via Maryborough-Biggenden Road and the Isis Highway, which extends more than 65 kilometres to Biggenden Shire. However, the majority of roads through the region are relatively small rural roads, many of which are unsealed.

Maryborough's Wharf Precinct is a key landmark which was once a bustling river port for the export of wool, cotton, timber, sugar. A Regional Marine Industrial Park (a joint initiative of the former Maryborough City Council, the Queensland Government through the Department of State Development, and the private sector) for the manufacture and repair boats, light ships and other marine services is planned at Nickols Road, on the southern banks of the Mary River north east of Maryborough. At Hervey Bay, Urangan Boat Harbour is a key centre for marina facilities (including marina berths, boat trailer parks, boat ramp lanes, ferry terminal) and esplanade development including tourist accommodation, restaurants, tourist attractions and public realm.

The Fraser Coast has rail services in Maryborough on the Spirit of Capricorn, Sunlander and Tilt Train services from north and south with direct connections to Hervey Bay on the Trainlink coach. Rail services also include those catering for the widespread agriculture, timber, and manufacturing industries in the region. In addition, Downer EDI Rail in joint venture with Bombardier Transportation (Australia's leading provider of rolling stock and associated maintenance), has a major facility located in Maryborough, directly employing approximately 350 staff.

3.3 Forces for Change

The preparation of the landscape character assessment and view management framework highlights key issues that are likely to effect change – both positive and negative - going forward. Recognition of the potential impacts of these 'forces for change' which have been described in Section 4.0 (Landscape Character Framework) and 5.0 (Qualitative View Management Framework) help to highlight those actions that may be desirable to ensure that negative effects are minimised or mitigated whilst positive forces are fully realised. Developing the guidelines for managing future change set out in this document is a useful first step, however implementation will depend on existing mechanisms and structures and the development of new mechanisms that will influence proposed change. The landscape character assessment, view management framework and their recommendations should, therefore, guide and assist in the implementation of policy in the Fraser Coast region that will ensure that its distinctive character, valued features and attributes are conserved for future generations whilst allowing sustainable development that will keep the area vibrant and economically prosperous in the longer term.

This section concludes with a summary of the major forces for change acting on the key landscape assets of the region, recommendations as to the strategy that should be taken to manage these forces, together with suggestions of the main mechanisms and initiatives that exist or could be developed to help deliver the aims of the landscape strategy. It highlights some of the key players involved at a regional level, albeit it is noted that there is a significant role for local groups to deliver these aims too.

3.3.1 Key Forces for Change Likely to Affect the Landscape and Visual Resource

Key forces for change (significant future threats/opportunities) to the Fraser Coast environment are summarised below but are explored in greater detail in relation to specific environmental assets below since a single force (e.g. population growth) may have multiple direct and indirect influences on the range of landscape assets encountered across the Fraser Coast Region:

1) Population Pressure

Population increase within the Region, with resultant:

- Conversion and loss of open space and green space (including significant blocks of remnant vegetation) to urban development
- Pressure for coastal residential development e.g. new development and urban extensions encroaching the ridgeline and disrupting the scenic backdrop to coastal and rural townships (including Hervey Bay, River Heads, Toogoom)
- Increasing urbanisation / growth of urban areas e.g. progressive development on the urban edge, including new residential communities and 'big box' commercial changing the rural setting and approach to coastal and rural settlements e.g. Maryborough, Hervey Bay and River Heads
- Changing demographics and associated demands for services
- Modifications to individual heritage buildings and some pressure to remove buildings to facilitate increased density, changing the townscape character
- Reduction in size of properties i.e. subdivision of lots
- Conversion or loss of farmland to urban development (including rural residential) and fragmentation into smaller and less viable smallholdings, changing the pattern of settlement and strong rural character in some areas
- Demands for local recreation facilities
- Demands for increased water extraction
- Increasing demands for support infrastructure (roads, road widening, telecommunications etc), changing the landscape character and sense of remoteness in certain areas

2) Commercial, Industrial and Mineral Development

Commercial and industrial development leading to

- Land take, including greenfield land e.g. open cut coal mine proposed north of Aldershot; intending to produce up to 500,000 tonnes per annum (Colton Mine)
- New building forms and related change in townscape / landscape character e.g. Dundowran Industrial Park, Wide Bay Business Park, Hervey Bay Airport Industrial Estate, Bay Central Industrial Estate, Moonaboola Industrial Estate
- Potential land use conflicts e.g. diffuse points of water pollution caused by run-off, sediments, industrial pollutants and litter
- Potential reduced importance of agriculture and forestry in the regional economy

3) Tourism, Recreation and Access

Increasing importance of tourism to the regional economy encompassing:

- Visitors to the region, demanding accommodation (including resorts, holiday flats, cottages, private houses, units, private and government campgrounds, caravan parks, informal beach or bush camping and houseboats), services and information / access to attractions but also placing a higher value on natural and scenic landscapes
- Increased use of beach access tracks which may result in dune erosion and instability, as well as the loss of distinctive native vegetation
- Opportunities for rural tourism enterprise (i.e. nature-based tourism attractions)
- Trends in sport and recreation indicating an increase in the popularity of unstructured recreation activities i.e. greater emphasis on 'bushwalks', beaches, pedestrian / cycleways than on formal sport facilities
- Recreational driving (both off-roads, two-wheel-drive and four-wheel-drive) on beaches and forested areas

4) Changes in land management

Potential changes in land management in privately owned land which may result in:

- Change of forest management within State Forests e.g. further conversion of native forest to managed hardwood (pine) plantations
- Change in management and/or land use in areas not covered by National Park or State Forest designations (e.g. potential for private landowners to manage these forests for timber and other uses/values) resulting in a change in landscape character; although management plans must be submitted before undertaking such operations to ensure sustainable land management
- Change in management and/or land use in waterway buffer zones (e.g. potential for private landowners to manage these riparian areas differently) resulting in a change in landscape character
- Demands for increased water extraction, which may influence the sensitive water ecology and scenic riparian landscapes

5) Influences of Climate Change

Potential influences of climate change with resultant:

- Opportunity for agricultural sector to supply emission offsets (if the Australian Government's Emissions Trading Scheme passes), potentially resulting in new forest areas
- Pressure for more sustainable forms of development
- Implications for settlement patterns longer term
- Impacts on natural vegetation communities longer term

6) Growing Environmental Awareness

Greater environmental awareness leading to:

- Pressure for more effective protection of significant environmental assets, habitats and species e.g. Koala protection areas, including land purchases
- Support for environmental management systems and stewardship relationships, where farmers help to deliver environmental outcomes in partnership with the community and organisations such as Landcare

7) Aggregation of Local Council Areas into Regional Authorities

- Wide Bay and Burnett and formation of Fraser Coast Regional Council, resulting in opportunities for greater integration of policy, planning and implementation measures across the region

Section 4.0 identifies key forces for change affecting the Region in detail and potential management strategies for the practical delivery of such landscape outcomes.

3.3.2 Potential support and mechanisms for delivery

Potential mechanisms and sources of funds to deliver landscape outcomes for the Region may include:

- Environmental levies
- Environmental Management System grants for farmers (i.e. advocating sustainable land management)
- Australian Landcare Management System (ALMS), which allows farmers to improve on and off farm environmental outcomes and gain recognition for their achievements
- Government incentive programs for landholders e.g. Conservation Partnership Grants or Rates Rebate Schemes; voluntary conservation agreements programs (i.e. protection of special landscape features)
- Revolving fund (purchase and sale of high value biodiversity properties)
- Burnett Mary Regional Group for Natural Resource Management – Natural Heritage Trust Funds
- Partnerships with Industry bodies

- The State-run Forestry Plantations Queensland (FPQ),which manages softwood and hardwood forest estates, including significant plantations in the Maryborough region

3.4 Key issues and opportunities identified by FCRC and Councillors[3]

The issues and opportunities described in Table 3 were identified by FCRC Councillors during workshops on 26/11/2009 and 14/12/2009, and by FCRC planning officers and other Council employees during the inception meeting on 15/02/2010.

Table 3 Key issues and opportunities identified by FCRC and Councillors which relate to Landscape Character

Locality	Issue / opportunity
Entire Region	• Opportunity to protect the identities of each part of the Fraser Coast • Position Bauple/Tiaro as gateway settlements to the Fraser Coast Region • Managing population growth and pressure on sensitive environmental areas and coastal townships • Managing coastal development alongside climate change • Towns and cities are attractively presented with pleasing streetscapes, entrances showcasing street art(reflective of the individuality of the various cities and towns) and appropriate landscaping • Touristic activities in the hinterland e.g. bushwalk to see species endemic to the area • Capitalise on natural drainage lines to provide new connectivity • Protect Cultural Heritage Landscape: Wongi Waterholes threatened by lake rising • Conserve and enhance character trees (particularly in Maryborough) for amenity value • Protection of good quality agricultural land, including grazing land and pastures and cane fields
Key Localities	
Hervey Bay	• No centre for Hervey Bay – linear city – joining of separate villages over time • Conserve and enhance the delineation of Hervey Bay's ridge line and provide connectivity of open space along it • Opportunity to enhance the character of the Esplanade, capitalising on the area's natural beauty e.g. built form should respond to natural setting through plantation style, subtropical design and use of timber and other natural and vernacular materials • Drainage pipes on the beach are a great threat to amenity/aesthetics
Maryborough	• Key elements to be preserved and enhanced include its heritage and tradition i.e. old Queenslander homes, Heritage-rich town centre and Portside precinct, traditional manufacturing and cane industries • Management of unique Queenslander style houses, which strongly contribute to the character of the city; any adjacent residential development is to be in keeping with the significant heritage area • Re-energise and revitalise the Maryborough CBD according to the Reddacliff Plan • The original Maryborough site should be interpreted with the river area beautified and new facilities added • Management of mangroves along the Mary River: whilst they strongly contribute to the towns' setting, they are visually constraining

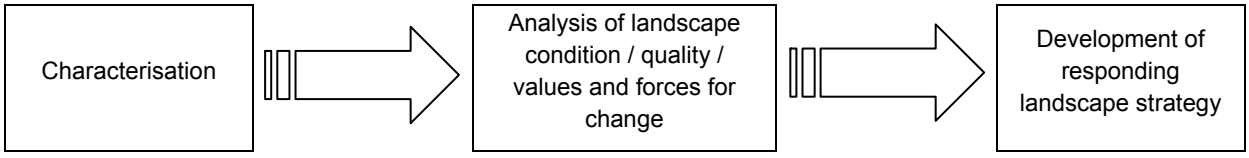
[3] As noted by Buckley Vann and GHD during Councillor Workshops (on 26/11/2009 and 14/12/2009) and Individual Interviews and Feedback (during December 2009)

4.0 Landscape Character Framework

4.1 Approach

The Landscape Character Network[4] (UK) defines "landscape" as a zone or area as perceived by local people or visitors, whose visual features and character are the result of the action of natural and/or cultural (that is, human) factors. This definition reflects the idea that landscapes evolve through time, as a result of being acted upon by natural forces and human beings, as discussed in relation to the Fraser Coast in the previous section. The study will, therefore, inform and be informed by a number of the other studies being undertaken as part of the baseline investigations for the FCRC Land Use Strategy, particularly the built form and urban design strategy and open space strategy. Where information is available on other aspects relevant to the scenic quality of the landscape (e.g. vegetation or heritage) these will also be factored into the study.

The approach to Landscape Character study is tailored towards providing a robust framework of understanding upon which the landscape strategy can be built. It is based upon the Landscape Character Assessment, a tool that has gained wide acceptance in the UK and is increasingly being used to inform landscape assessment and analysis in Australia and elsewhere. Landscape Character assessment is a technique that has been developed to facilitate systematic analysis, description and classification of the landscape. It involves identification of those features or combinations of elements that contribute to the character of the landscape, thereby enabling the special character and qualities of an area to be distilled and understood. This information provides a framework against which it is possible to develop appropriate recommendations for the future conservation and management of the landscape resource. The following diagram shows a simplified process for developing a landscape strategy based on the landscape character approach.



As there are currently no accepted national or state level guidelines for landscape character assessment in Australia, the assessment methodology has been developed with reference to accepted guidelines, from elsewhere, including:

- *Landscape Character Assessment Guidance for England and Scotland*, Countryside Agency and Scottish Natural Heritage (2002). Assessment of the landscape character of the Fraser Coast Region, including identification of broad scale Landscape Types, is based upon methodologies identified in this document, although tailored to the specific conditions encountered within Queensland. This technique has proved robust in terms of objectively describing the landscape and is growing in use and acceptance both overseas and in Australia as a planning tool to understand and manage landscape change.

Other relevant guidance notes and documentation include:

- *South East Queensland Regional Plan Implementation Guideline No. 8: Identifying and Protecting Scenic Amenity Values*, Queensland Government Office of urban Management, Department of Infrastructure (2007). This Landscape Strategy builds on the tools explored in this document, including scenic preference assessment, to understand what makes a landscape distinct from another landscape and provide a transparent framework that gauges the relative values attached to each landscape, through stakeholder consultation.
- *Topic Paper 6: Techniques and Criteria for Judging Capacity and Sensitivity*, Scottish Natural Heritage and The Countryside Agency, UK (2006). This guidance documents provides a framework for understanding the "stability" of landscapes i.e. the degree to which the landscape (including its key natural and cultural features/attributes and visual character) is vulnerable to change.

[4] The Landscape Character Network is an informal network in the UK with a dual focus on Landscape Character Assessment and the European Landscape Convention. It is funded and co-ordinated by Natural England and facilitated by Countryscape.

4.2 Landscape Character Assessment Methodology

The process for defining character types and developing a character strategy entails five main stages, described below:

- Data collection: collation and mapping of a wide range of existing information on the characteristics of the Fraser Coast, using GIS wherever available, including geology, topography, soils, hydrology, habitat mapping, and review of literature.
- Characterisation: Development of a draft characterisation based upon the concepts of **Landscape Types** (which are generic and share common combinations of natural and human influences) and **Landscape Character Areas** (which are single and unique, discrete geographical areas the landscape type). For the purposes of this assessment emphasis has been placed upon the definition, subdivision and description of the landscape at the Landscape Type Level, although Character Areas are also suggested.
- Field Survey: the draft characterisation was tested in the field by a team of experienced landscape planners experienced in the technique in order to verify and fine tune the classification of the landscape types, refine boundaries and form judgements regarding the sensitivities of the landscape to change and key issues requiring potential intervention.
- Evaluation: The evaluation was based upon professional judgement regarding the key attributes of each landscape type and their vulnerability to change arising from the key forces for change noted.
- Consultation: The final stage entailed consultation with the public and interested parties (including the Fraser Coast Regional Council) to test and verify the results. Based on the feedback the landscape character assessment is then adjusted as appropriate to reflect understanding gained through the consultation exercise.

4.3 Fraser Coast Region Landscape Character Assessment

This section presents the main findings of the landscape character assessment. Nine landscape character types have been identified within the Region. These are identified in **Figure 4** and Table 4.

Table 4 Regional Landscape Character Types

Type A: FORESTED PEAKS AND HILLS	
A1	Mount Bauple Forested Peaks and Hills
A2	Grassy Mountain Forested Peaks and Hills
A3	Mount Neerdie Forested Peaks and Hills
A4	Mount Urah Forested Peaks and Hills
A5	Mount Joseph Forested Peaks and Hills
A6	Mount Walsh Forested Peaks and Hills
A7	Mount Woocoo Forested Peaks and Hills
A8	Fairlies Knob and Mount Doongul Forested Peaks and Hills
Type B: RURAL TRIBUTARY VALLEYS AND HILLS	
B1	Woocoo Tributary Valleys and Hills
Type C: UNDULATING FORESTED LOWLANDS	
C1	Tuan Undulating Forested Lowlands
C2	Glenbar Undulating Forested Lowlands
C3	Boompa Undulating Forested Lowlands
C4	Burrum Undulating Forested Lowlands
Type D: UNDULATING FARMLAND MOSAIC	
D1	Pine Mountain Undulating Farmland Mosaic
D2	Grahams Creek Undulating Farmland Mosaic
D3	Hervey Bay Hinterland Undulating Farmland Mosaic
Type E: ALLUVIAL PASTURES AND CANE FIELDS	
E1	Maryborough Alluvial Pastures And Cane Fields

Type F: ESTUARIES AND COASTAL FORESHORES WITH WALLUM	
F1	Tinnanbar to Maaroom Estuaries and Coastal Foreshores with Wallum
F2	Maaroom to River Heads Estuaries and Coastal Foreshores with Wallum
F3	River Heads to Burrum Heads Estuaries and Coastal Foreshores with Wallum
Type G: BROAD RIVER VALLEY	
G1	Lower Mary Broad River Valley
G2	Lower Burrum Broad River Valley
Type H: COASTAL DUNES AND BEACHES	
H1	Fraser Island Coastal Dunes and Beaches
Type I: OCEAN PASSAGE	
I1	Great Sandy Strait Ocean Passage

Key characteristics of these landscape types are described in Sections 4.3.1 to 4.3.9.

4.3.1 TYPE A: FORESTED PEAKS AND HILLS

4.3.1.1 Description of the landscape resource

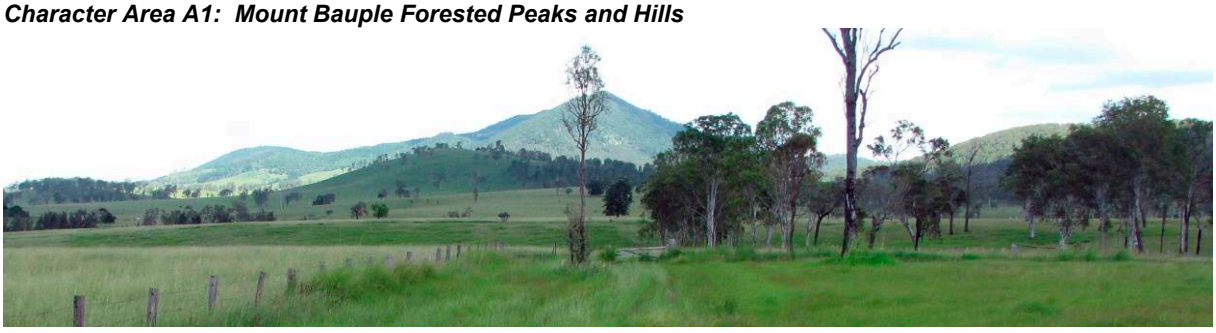
Location and boundaries

This landscape type is characterised by the forested volcanic and sedimentary peaks and hills associated with mountainous areas within central and western parts of the Region, including Mount Bauple, Grassy Mountain, Mount Neerdie, Mount Walsh, Mount Joseph, Mount Urah, Mount Benarige, Mount Woocoo, Mount Bererum, Fairlies Knob and Mount Doongul.

Key characteristics

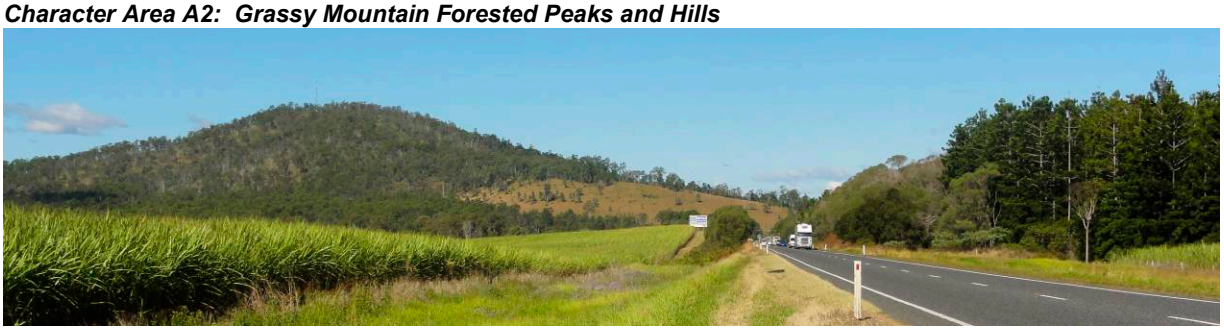
- Associated with the most elevated topography in the Region; from approximately 100m to above 700m AHD at Mount Walsh
- Varied geology consisting of volcanic granite associated with Mount Bauple, Grassy Mountain, Mount Neerdie, Mount Urah, Mount Walsh and Mount Bererum; and silicacious sedimentary rocks/sandstones associated with Mount Joseph, Mount Woocoo, Mount Benarige, Fairlies Knob and Mount Doongul
- Soils dominated by rudosols (western parts) and sodosols (eastern parts)
- Although the underlying geology, soils and vegetative character associated with each peak or hill varies discreetly; the extensive forest cover, distinctive elevated landform and their related role as key visual and scenic markers in the Region, provide the key unifying elements of this landscape type
- Remnant vine forest often associated with volcanic geology (e.g. at Mount Walsh, Grassy Mountain, Mount Bauple, Mount Urah); defining species include Hoop pine (*Araucaria cunninghamii*), Bunya Pine (*Araucaria bidwillii*), Queensland Kauri Pine (*Agathis Robusta*), Lemon Myrtle (*Backhousia myrtifolia*), Tuckeroo (*Cupaniopsis* spp.), Crows Ash (*Flindersia australis*), Queensland Brush Box (*Lophostemon confertus*) and sometimes Alexandra Palm (*Archontophoenix cunninghamiana*) in gullies
- Corymbia and Eucalyptus open forest is generally associated with sedimentary rock/sandstone hills and foot slopes
- Sparsely settled landscapes with very limited recreational access; evoking a strong sense of remoteness and tranquillity
- Mostly managed / protected by State Forest or National Park designations

Character Area A1: Mount Bauple Forested Peaks and Hills



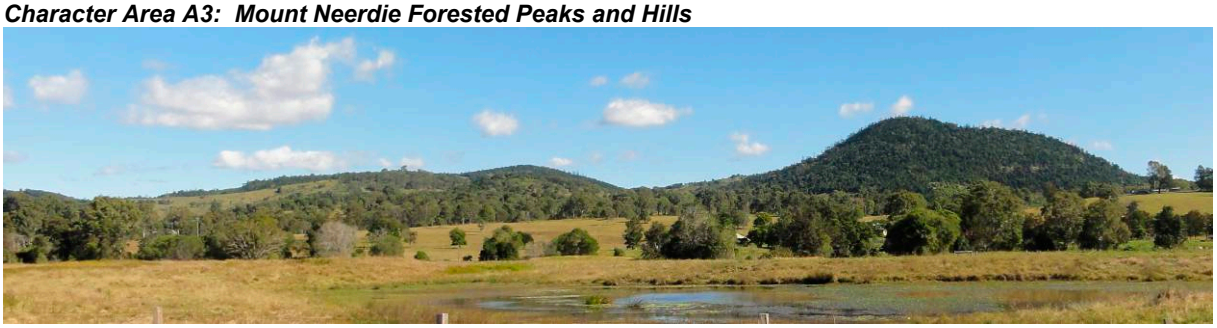
This character area is associated with the distinctive volcanic peak and surrounding hills associated with Mount Bauple. The majority of the area is protected as a National Park for its scientific value. The area (especially Mount Bauple itself) provides a memorable feature in the Region's southern landscapes, including gateway views into the Region from the Bruce Highway, described further in the View Management Framework (Strategic View No. 5), and provides a unique setting to the townships of Bauple and Tiaro.

Character Area A2: Grassy Mountain Forested Peaks and Hills



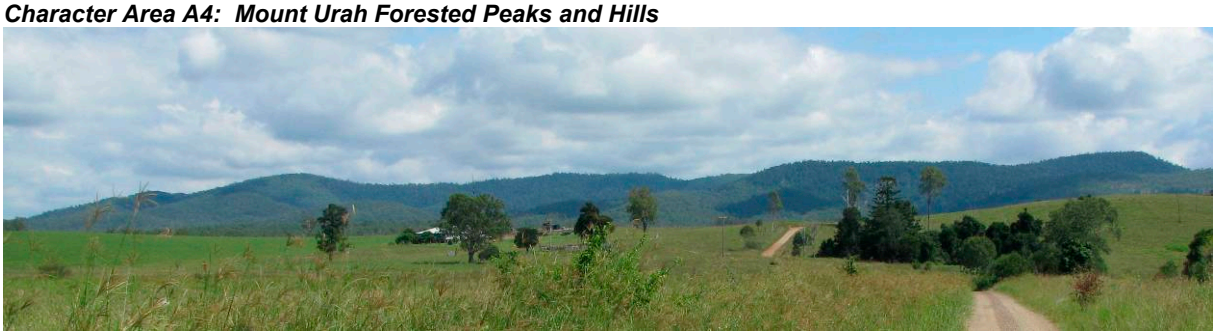
This area is located in the southern part of the Region on the volcanic rock associated with Grassy Mountain, south of Bauple. This area comprises remnant Hoop Pine vine forest; including a large patch to the west of the Bruce Highway. Grassy Mountain hosts a telecommunications tower.

Character Area A3: Mount Neerdie Forested Peaks and Hills



This area is located along the Region's southern boundary at Glenwood, a large rural residential community south of Bauple. Entering the Fraser Coast Region from the south along the Bruce Highway, the steep landform and vegetation associated with Mount Needie and Mount Kanighan (outside the Region boundary) helps to frame and elevate memorable gateway views across *Pine Mountain Undulating Farmland Mosaic* and beyond Grassy Mountain, to Mount Bauple, as described further in the View Management Framework (Strategic View No. 5)

Character Area A4: Mount Urah Forested Peaks and Hills



This area is located in the southern part of the Region on the volcanic rock associated with Mount Urah and is predominantly covered by native forest. The majority of the area is either protected as nature conservation (under Glenbar National Park) or managed under Glenbar State Forest. Key vegetation communities in this area include Hoop Pine vine forest (associated with Mount Urah and Glenbar National Park). Glenbar State Forest is located on sedimentary rocks/sandstones, and includes Lemon-scented Gum (*Corymbia citriodora*) and Narrow-leaved ironbark (*Eucalyptus crebra*) open forest.

Character Area A5: Mount Joseph Forested Peaks and Hills

This area is located in the south western pocket of the Region on the sedimentary rocks/sandstones associated with Mount Joseph and is predominantly covered by native open forest. The majority of the area is either protected as nature conservation (under Grongah National Park) or managed under Gigooman State Forest. Key vegetation communities in this area include Lemon-scented Gum (*Corymbia citriodora*) and Narrow-leaved ironbark (*Eucalyptus crebra*) open forest.

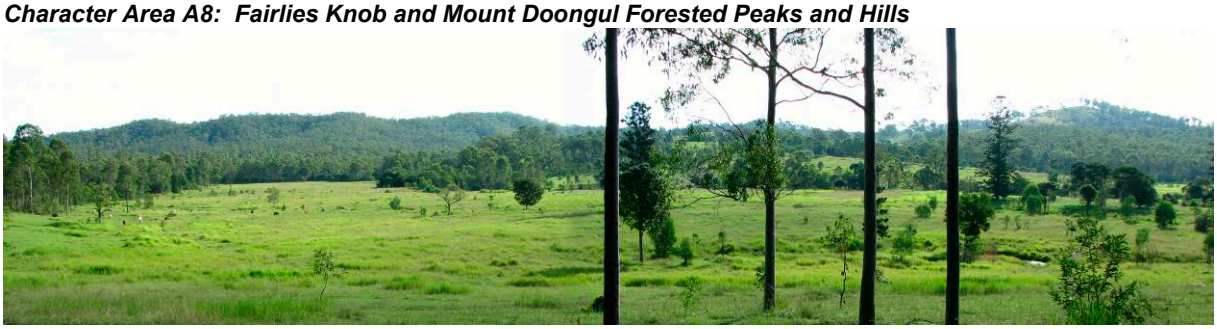
Character Area A6: Mount Walsh Forested Peaks and Hills

Located in the south western pocket of the Region, this character area is dominated by dense native forest. The majority of the area is protected as a National Park and contains diverse vegetation communities, including vine forest in sheltered pockets, scrubland and heath on rock pavements and open eucalypt forest and woodland. This landscape, especially the "bluff" area associated with Mount Walsh itself which consists of exposed granite outcrops and cliffs; provides prominent memorable landmark in the surrounding landscape (Woocoo and Biggenden areas), as described further in the View Management Framework (Strategic View No. 9)

Character Area A7: Mount Woocoo Forested Peaks and Hills

This area is located in the central western part of the Region on the sedimentary rocks/sandstones associated with Mount Woocoo, Mount Benarige and Mount Bererum. The majority of the area is managed under St Mary State Forest. Vegetation communities are dominated by Lemon-scented Gum (*Corymbia citriodora*), narrow and broad-leaved ironbark (*Eucalyptus crebra* and *fibrosa*) and Queensland Blue Gum (*Eucalyptus tereticornis*) open forest. The area is sparsely settled and has limited access.

Character Area A8: Fairlies Knob and Mount Doongul Forested Peaks and Hills



This area is located in the north western part of the Region on the sedimentary rocks/sandstones associated with Fairlies Knob, Mount Doongul and the surrounding forested foothills north of Brooweena and Aramara. The majority of the area is either protected as nature conservation (under Wongi National Park and Fairlies Knob National Park) or managed under Wongi State Forest. Key vegetation communities in this area include Hoop pine vine forest (associated with Fairlies Knob) and open forest of Lemon-scented Gum (*Corymbia citriodora*), Narrow-leaved ironbark (*Eucalyptus crebra*) and Queensland Blue Gum () associated with Mount Doongul. The area is sparsely settled.

4.3.1.2 Evaluation of the landscape resource

Key landscape and visual sensitivities

- Predominantly unbuilt and forested skyline which provides a scenic backdrop within the Region and landscapes beyond
- Forested landscape would be visually vulnerable to clearing patterns, particularly regular and geometric patterns of clearance that would be visible as intrusive scars over long distances.
- Undeveloped skyline vulnerable to intrusion by linear infrastructure such as telecommunications towers.
- Sensitive to buildings creeping up the slope, for example to capitalise on panoramic views and incursion of pasture extending from lower parts.

Key issues / forces for change

- Change of forest management within State Forests e.g. conversion of native forest to managed hardwood (pine) plantations
- Change in management and/or land use in areas not covered by National Park or State Forest designations (e.g. potential for private landowners to manage these forests for timber and other uses/values) resulting in a change in landscape character; although management plans must be submitted before undertaking such operations to ensure sustainable land management

Strategy to manage change

- Opportunity for FCRC to develop policy and guidance in the evolving Regional Strategy which emphasises the scenic value of the *Forested Peaks and Hills* landscape. To validate the safeguarding of this landscape from adverse change (i.e. clearing and/or built development, including transmission pylons and telecommunications towers), the ecological and potential recreational value (where appropriate), would need to be highlighted.

4.3.2 TYPE B: RURAL TRIBUTARY VALLEYS AND HILLS

4.3.2.1 Description of the landscape resource

Location and boundaries

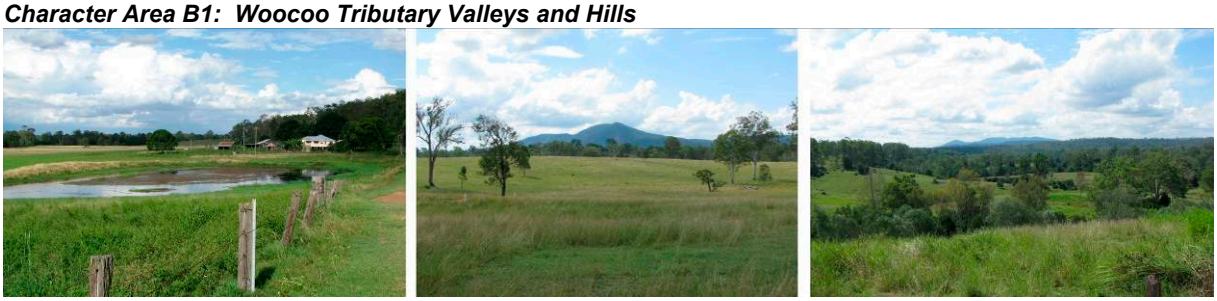
This landscape type is defined by the tributary valleys and rolling pasture hills of the former Woocoo Shire, nestled between Mount Walsh, Mount Woocoo and Mount Urah.

Key characteristics

- Geology dominated by Gympie Group; consisting of mudstones, siltstones, sandstones and Gigoomgan limestone
- Soils consist of rudosols (western parts) and sodosols (eastern parts)

- Several narrow creeks meander fairly inconspicuously through the landscape, including Munna Creek, Eel Creek, Teebar Creek and Neran Creek
- Land use dominated by large rural properties (e.g. Marodian and Malarga) containing well maintained cattle grazed pastures (evidence of pasture improvement) with blocks of remnant native forest and tree lined creeks
- The mountain ranges associated with Mount Walsh, Mount Joseph, Mount Urah, Mount Bauple and Mount Woocoo provide a dramatic backdrop
- Sequences of lagoons in low-lying regions, for example near Munna Creek at Teebar
- Landscape comprises a strong rural character
- Fig trees growing from dead tree stumps are a characteristic feature
- The sparsely settled rural landscape with extensive rolling hills of grazing pastures amid a forested setting evoke a strong rural character and sense of remoteness
- Key routes include Bauple-Woolooga Road and Maryborough-Biggenden Road; both narrow (and partly unsealed) roads which provide access to properties and small townships in the area including Brooweena, Teebar, Aramara, Biggenden and Woolooga (both outside of the FCRC area)
- Memorable views to Mount Bauple from southern part of the area, including from Bauple-Woolooga Road.
- Memorable views to Mount Walsh from western parts of the area (from near Boompa and Lakeside); a prominent rocky bluff which overlooks the town of Biggenden

Character Area B1: Woocoo Tributary Valleys and Hills



This character area is unique to the landscape of rolling pasture hills and tributary valleys associated with the former Woocoo Shire. It is the only Character Area of this Landscape Type falling within the Region and, therefore, all of the type descriptions above apply.

4.3.2.2 Evaluation of the landscape resource

Key landscape and visual sensitivities

- Sparsely settled landscape with a strong rural character and sense of remoteness
- Would be vulnerable to intrusion by most uncharacteristic forms of built development, particularly bulky warehouse type farm buildings, residential subdivision.
- Major road upgrades would need to respond to the distinctive character (i.e. topography, drainage, remnant vegetation).

Key issues / forces for change

- No major issues / forces for change affecting the landscape character were noted during field work
- Longer term potential of eco-tourism and farm-stay type tourist operations in this landscape type.

Strategy to manage change

- The evolving Regional Strategy and associated land use management decisions need to recognise this high quality agricultural land and protect it from irreversible damage
- The evolving Regional Strategy needs recognise the significance of agriculture in sustainable land use planning (e.g. locally food production and supply chains), their role in the Region's rural economy, as well as the role of land, soil and vegetation management in carbon sequestration
- Opportunity for FCRC to develop policy and guidance in the evolving Regional Strategy which emphasises the scenic value of the *Rural Tributary Valleys and Hills* landscape; including the extensive rolling hills of grazing pastures with a dramatic backdrop of forested mountain ranges. To validate the safeguarding of this

landscape from adverse change (i.e. conversion of large-scale properties to small hobby farms, rural residential and/or other built development, including transmission pylons), the recreational value and potential tourism market (i.e. scenic drives), may need to be highlighted.

- Through policy, promote and encourage farmers to develop and implement a suitable Farm Management System[5] or similar scheme that supports environmental stewardship and best land management practices, to ensure sustainable farming practices, and improve natural resource management and environmental outcomes.

4.3.3 TYPE C: UNDULATING FORESTED LOWLANDS

4.3.3.1 Description of the landscape resource

Location and boundaries

This landscape type covers a substantial portion of the Region's northern, eastern and western landscapes and is largely defined by the densely forested lowlands of both native forest and managed pine plantations. It includes several State Forests, including Wongi, Tuan, Tiaro and Bauple.

Key characteristics

- Sedimentary detrital geology formed by conglomerates of the Maryborough Formation and Burrum Coal Measures, comprising sandstones, siltstones and mudstones with shale and conglomerates
- Mixture of soils types; including sodosols in central parts of the Region; and kandosols and podosols in northern and eastern parts of the Region
- Undulating low lying landform, generally between 20-100m AHD
- Located at the foothills of the more elevated and dramatic scenery associated with the *Forested Peaks and Hills* in central and western parts of the Region e.g. surrounding Mount Woocoo
- Incised by several creek valleys, including tributaries of the Mary and Burrum Rivers (in central and northern parts of the Region), Tinana Creek (in southern parts of the Region), and small coastal creeklines which eventually discharge into the Great Sandy Strait in eastern parts of the Region, e.g. Poona Creek
- Predominantly a forested landscape; comprising both native forest and managed hardwood (pine) plantations e.g. Tuan State Forest. This is the major defining characteristic of this landscape type.
- Contains several protected areas, covering a large proportion of this landscape type including Vernon Conservation Park, Beelbi Creek Conservation Park, Wongi Forest Reserve, Tinana Creek Conservation Park and several state forests (Vernon, Wongi, Tuan, St Mary, Glenbar, Thinoomba, Boompa, Bauple, Ferguson and Gungaloon)
- Key native forest communities include Eucalyptus and Corymbia open forest, Melaleuca woodland, Lacustrine wetlands and some hoop pine vine forest (e.g. at Lenthalls Dam)
- Patches of Swamp Banksia (*Banksia robur*), Red Silky Oak (*Grevillea banksii*), Grass Trees (*Xanthorrhoea johnsonii*) and She Oak (*Casuarina glauca*) are a distinctive feature, particularly in Wongi State Forest
- Mostly managed / protected by State Forest or National Park designations
- The Wongi waterholes and Lenthalls Dam are a key points of interest in this landscape
- Generally a sparsely settled landscape with limited access
- Key routes through the landscape include the Bruce Highway, Maryborough-Tuan Forest Road and Maryborough-Biggenden Road
- Key settlements include Brooweena, Aramara, and Burrum, Howard ,Torbanlea and Aldershot (historic mining towns)
- The densely forested and sparsely settled character evokes a strong sense of remoteness and tranquillity
- Timber fire towers provide local landmarks and orientation.

[5] Previously funded through The Department of Agriculture, Fisheries and Forestry's *Pathways to Industry Environmental Management Systems Programme* (2004–07) under the Natural Heritage Trust to foster the adoption of profitable and sustainable farming practices, and improve natural resource management and environmental outcomes.

Character Area C1: Tuan Undulating Forested Lowlands



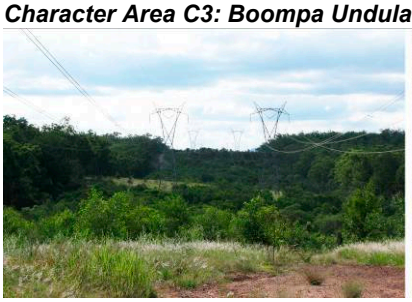
This character area is located in the eastern part of the Region, comprising Bauple State Forest, Tiaro Forest, Tuan State Forest and the northern part of Toolara State Forest. Tuan Forest covers a large part of the area and contains some of the most extensive exotic pine plantations in Queensland. The landscape also contains small coastal wallum remnants along creeks and estuaries, such as Poona Creek (pictured above right).

Character Area C2: Glenbar Undulating Forested Lowlands



This character area is located in the western part of the Region, at the foothills of Mount Woocoo, comprising undulating forested foothills surrounding Mount Woocoo, Mount Benarige and Mount Bereum. Glenbar and St Mary State Forests cover a large part of this area. The area also contains Woocoo National Park. Brooweena is a key historic town in this area (part of the former Woocoo Shire), which established in the late 19th Century on the Maryborough-Gayndah railway as a timber milling settlement, mainly drawing on hoop pine and managed hardwood plantations. The town contains a primary school, timber mill and a collection of historic buildings such as the Woocoo Shire Council Hall (pictures above). Aramara is also located in this landscape; a small linear rural residential settlement located along Maryborough-Biggenden Road, near the Maryborough-Gayndah timber railway bridge at North-Aramara Road.

Character Area C3: Boompa Undulating Forested Lowlands



This character area is located in the western part of the Region, east of Brooweena, comprising Boompa State Forest and the undulating foothills of Billygoat Mountain, and Fairlies Knob. There is a distinctive patch of remnant grass trees east of the Bauple-Woolooga Road/ Maryborough-Biggenden Road junction. Transmission line towers traverse this area in a 120m north-south cleared corridor.

Character Area C4: Burrum Undulating Forested Lowlands



This character area is located in the northern part of the Region, comprising Wongi State Forest, Wongi National Park and Wongi Forest Reserve. It comprises a range of vegetation communities, including Hoop Pine rainforest, open eucalypt forest, open woodland with a heath understorey, and exotic pine plantations. Lenthalls Dam, built in 1984, lies within this area (pictured above left), which provides drinking water for Hervey Bay. Located approximately 8km south west of Torbanlea on the Burrum River, the dam is nestled amongst dense Hoop Pine forest and is fairly remote (accessed via a gravel track through Wongi State Forest). However, the dam is well known as a picnic and fishing spot (officially stocked with fish), offering barbecue facilities, picnic shelter and tables, walking tracks and a small boat ramp. At the foot of the dam near Logbridge Creek, the Wongi waterholes are also a key point of interest in this area, fringed by paperbark trees (*Melaleuca* species), sedges and rushes (pictured above right).

Rural townships include Aldershot, and Burrum, Howard and Torbanlea (historic mining towns). Aldershot is a former industrial town north of Maryborough, focussed on the North Coast railway line and former smelting works (1893 -1906); which now comprises a rural residential character with no retail/commercial centre (serviced by Maryborough, approximately 9km south east of Aldershot). A large-scale open cut coal mine is proposed by north of Aldershot by Northern Energy Corporation (Colton Mine), which (if approved) is likely to change the character of this settlement, as well as its role and setting.

Burrum, Howard and Torbanlea are former coal mining communities focussed on the North Coast railway line. The Burrum River is a key landscape feature separating Howard from Burrum and Torbanlea. The commercial centre of each settlement of focussed along the Old Bruce Highway, consisting of classic 'Queenslander' style shops/services, public houses and a saw mill at Howard, surrounded by suburban and rural residential suburbs often containing high set timber houses, amidst a forested setting. Brooklyn House (c.1890) is a key landmark in Howard; a high set Victorian era Queenslander home constructed of mostly timber with corrugated iron roof, large verandas, elaborate timber detailing (on balustrades and gables), and an established garden, built by William Rankin who managed coal mines in the local area.

4.3.3.2 Evaluation of the landscape resource

Key landscape and visual sensitivities

- Predominantly an unsettled forested landscape which contains substantial tracts of remnant vegetation, evoking a strong sense of naturalness
- The character is vulnerable to intrusion by large scale built developments, unsympathetic forest clearing or upgrade of forest tracks (e.g. insensitive medalling of forest tracks)
- The Wongi Waterholes are a highly distinctive and sensitive feature

Key issues / forces for change

- Transportation and communication infrastructure which dissects the forest (although their location in this forested landscape may minimise their visual extent with careful routing and planning)
- Change of forest management within State Forests e.g. further conversion of native forest to managed hardwood (pine) plantations
- Change in management and/or land use in areas not covered by National Park or State Forest designations (e.g. potential for private landowners to manage these forests for timber and other uses/values) resulting in a change in landscape character; although management plans must be submitted before undertaking such operations to ensure sustainable land management

- Open cut coal mine proposed north of Aldershot by Northern Energy Corporation; intending to produce up to 500,000 tonnes per annum (Colton Mine). The production life is anticipated to be ten years (Northern Energy Company, 2011).

Strategy to manage change

- Opportunity for FCRC to develop policy and guidance in the evolving Regional Strategy which emphasises the scenic value of the *Undulating Forested Lowlands* landscape and prioritise the conservation of particular tracts of forest in order to conserve and enhance landscape character, biodiversity and ecological links (i.e. ability for cross-catchment fauna movement). This will also assist in raising the awareness of the Region's diverse and distinct landscapes, and ensure sensitive parts of the *Undulating Forested Lowlands* landscape (e.g. Wongi Waterholes) are managed into the future. To validate the safeguarding of important parts of this landscape from adverse change (i.e. clearing of native forest area), the ecological and potential recreational value (where appropriate), would need to be highlighted.
- In managed forest areas (e.g. pine hardwood plantations), sensitive natural features, particularly watercourses and drainage lines, should be identified and conserved through appropriate management strategies (e.g. green corridors, riparian buffer zone) in order to conserve and enhance landscape character, biodiversity and ecological links (i.e. ability for cross-catchment fauna movement).

4.3.4 TYPE D: UNDULATING FARMLAND MOSAIC

4.3.4.1 Description of the landscape resource

Location and boundaries

This landscape comprises the gently rolling pastures and cane fields which define the hinterland of both Hervey Bay (including the ridgeline and beyond) and Maryborough (along the Mary River, south west of Maryborough).

Key characteristics

- Comprises mixed but predominantly metamorphic geology including the Tiaro Coal Measures, Alluvium, Maryborough Formation and Ferruginous duricrust; with volcanic geology associated with the Graham's Creek Formation
- Predominantly sodosol soils; however the Hervey Bay hinterland area coincides with kandosols
- Gently rolling lowland topography
- Contain several watercourses descending from nearby peaks and hills; most notably the Mary River, which meanders through the landscape in an approximately northerly direction between Munna Creek and Myrtle Creek
- Land use is predominantly cattle grazed pastures and cane fields (particularly along the Mary River), evoking a strong rural character
- Gently rolling pastures provide visual contrast to forested hills and peaks beyond e.g. Mount Bauple
- Small blocks or strands of remnant forest are a common feature, including Denison, Gundiah and parts of Glenbar State Forests, creating visual contrast
- Settlement pattern defined by small rural townships (including Bauple, Tiaro and Mungar) and isolated rural homesteads
- This landscape is commonly experienced through the Bruce Highway; a key north-south route providing primary access to and through the Fraser Coast Region
- Mount Bauple provides a distinctive backdrop to both Tiaro and Bauple
- Mature Hoop Pine street tree planting along Bauple Drive amongst rolling cane fields provides a memorable approach to Bauple

Character Area D1: Pine Mountain Undulating Farmland Mosaic

This character area surrounds Mount Bauple and Grassy Mountain, comprising an undulating mosaic of rolling grazing pastures, forest (including Gundiah State Forest and part of Glenbar State Forest), and cane fields along the Mary River. The area provides an important rural setting and gateway to the Fraser Coast Region from the south, along the Bruce Highway and Bauple-Woolooga Road. The area also provides a distinctive rural setting to Tiaro and Bauple. The forested hills associated with Pine Mountain provide a unique feature in this area (currently under private ownership).

Character Area D2: Grahams Creek Undulating Farmland Mosaic

This character area is located west of Maryborough, comprising a well-contained landscape of rolling pastures hills and cane fields between Wongi State Forest, Thinoomba State Forest and the Mary River.

Character Area D3: Hervey Bay Hinterland Undulating Farmland Mosaic

This character area consists of the rural hinterland south of Hervey Bay. The northern boundary is defined by a prominent ridgeline between Booral, Hervey Bay, Dundowran and Jacobsons Hill (partly protected under the former Hervey Bay Local Plan), comprising an undulating mosaic of cane fields, grazing pastures and blocks of forest (predominantly in private ownership). There are key vantage points along the ridgeline, which provide memorable views to the north and south of coastal and rural landscapes, respectively (e.g. Scrub Hill) as explored further in the View Management Framework. This landscape provides a rural setting and approach to Hervey Bay; in particular the cane fields between the Hervey Bay ridgeline and Sunshine Acres, a rural residential community at the Maryborough-Hervey Bay Road/Booral Road junction.

4.3.4.2 Evaluation of the landscape resource

Key landscape and visual sensitivities

- Gently rolling lowland topography overlain by pastures and cane fields, evoking a strong rural character
- A sparsely settled landscape , excepting a small number of traditional rural townships and isolated property homesteads,
- The *Hervey Bay Hinterland Undulating Farmland Mosaic* (Area D3) provides a memorable rural setting and approach to Hervey Bay

- Visually sensitive ridgeline within *Hervey Bay Hinterland Undulating Farmland Mosaic* (Area D3) which generally comprises an unbuilt skyline and offers memorable views to the north and south of coastal and rural landscapes, respectively. The ridgeline also provides a scenic backdrop to coastal townships (e.g. Hervey Bay and River Heads) and a distinct visual separation between urban areas along the coastline and surrounding natural and rural hinterland areas and is vulnerable to any form of built development including residential development (that would be attracted to the proximity to Hervey Bay and the potential for panoramic views), and further linear infrastructure.

Key issues / forces for change

- New development and urban extensions encroaching the ridgeline and disrupting the scenic backdrop to coastal and rural townships (e.g. Hervey Bay, River Heads, Tiaro)
- Continued and piecemeal development on the urban edge, changing the rural setting and approach to coastal and rural settlements e.g. Tiaro, Hervey Bay and River Heads
- Conversion or loss of farmland to urban development (including rural residential) and small scale hobby farms, changing the pattern of settlement and strong rural character

Strategy to manage change

- The evolving Regional Strategy and associated land use management decisions need to recognise high quality agricultural land and protect it from irreversible damage (further detailed agricultural studies may be required to determine valuable rural land in this landscape type)
- The evolving Regional Strategy needs to recognise the significance of agriculture in sustainable land use planning (e.g. locally food production and supply chains), its role in the Region's rural economy, as well as the role of land, soil and vegetation management in carbon sequestration
- Opportunity for FCRC to develop policy and guidance in the evolving Regional Strategy which emphasises the scenic value of the *Undulating Farmland Mosaic* landscape, including the gently rolling pastures and cane fields, which provide a scenic backdrop and rural approach to coastal and rural townships. To validate the safeguarding of this landscape from adverse change (i.e. conversion of large-scale properties to small hobby farms, rural residential, urban residential and/or other urban development such as superstores), the recreational and ecological values, may need to be highlighted. Specific tools such as urban breaks and similar greenspace policies (e.g. green corridors, networks, and wedges) can make an important contribution to these landscape character objectives through maintaining the identity and setting of towns, and contributing to the quality of life in and around settlements.
- Through policy, promote and encourage farmers to develop and implement a suitable Farm Management System or similar scheme that supports environmental stewardship and best land management practices, to ensure sustainable farming practices, and improve natural resource management and environmental outcomes.

4.3.5 TYPE E: ALLUVIAL PASTURES AND CANE FIELDS

4.3.5.1 Description of the landscape resource

Location and boundaries

This landscape type is located on broad low lying slightly undulating alluvial plains surrounding Maryborough; primarily comprising cane fields and grazing pastures associated with the Mary River and its tributaries, most notably Tinana Creek.

Key characteristics

- Varied geology; consisting of alluvium and ferrugionous duricrust in core lower lying area associated with cane fields and the Elliott formation in more undulating periphery areas near Tinana Creek
- Soils dominated by Kandosols, comprising alluvial sands or loams associated with the Mary River and its tributaries
- The elevation of the landscape ranges between 1m-40m AHD, resulting in a mostly flat, low lying terrain
- Rich, fertile arable farmland and pastures
- Strong geometric landscape patterning defined by medium to large scale intensive arable farmland, mostly sugar cane, evoking a strong rural character

- Occasional areas of cattle grazed pastures (e.g. north of Poona National Park) and blocks of remnant vegetation (e.g. Granville Conservation Park)
- Cane fields provide a unique and defining setting to Maryborough; including memorable views from the town centre to surrounding cane fields e.g. views from Brolga Theatre to cane fields at Granville
- Rich townscape of Maryborough, comprising valued mature trees and an exemplary collection of 19th and early 20th century Queenslander style houses
- Settlement pattern surrounding Maryborough consists of rural residential properties, hobby farms, and small-medium scale farming properties with farm houses
- Classic Queenslander style houses protruding above canefields and/or nestled amongst remnant hoop pines are a memorable feature in this landscape
- Due to the low-lying nature of the landscape and tall sugar cane, views are generally limited to within the landscape, with occasional skyline views to surrounding mountains to the west e.g. Mount Bauple

Character Area E1: Maryborough Alluvial Pastures and Cane Fields

This character area is defined by the low-lying, mostly flat alluvial pasture and sugar cane fields to the north, east and south of Maryborough along the Mary River and Tinana Creek. It is the only Character Area of this Landscape Type falling within the Region and, therefore, all of the type descriptions above apply.

4.3.5.2 Evaluation of the landscape resource

Key landscape and visual sensitivities

- The rich low-lying fertile arable farmland and pastures evoke a strong rural character that provide a memorable rural setting and approach to Maryborough and which are vulnerable to any modification that could affect the integrity of the heritage city in its landscape setting.
- Remnant vegetation (e.g. Granville Conservation Park and along watercourses)
- Rich townscape of Maryborough, comprising valued mature trees and profound collection of 19th and early 20th century Queenslander style houses with a scale and heritage value that could be vulnerable to unsympathetic architectural or urban design elements

Key issues / forces for change

- Residential development which does not respond to Maryborough's unique character (i.e. pattern/urban structure, built form, planting character) and which may erode the town's unique visible farmland setting (i.e. conversion or loss of cane fields to urban development)
- Loss of mature street trees as a result of new developments, road upgrades and services upgrades or through natural mortality
- Continued and piecemeal development on the urban edge, including new residential communities and 'big box' commercial changing the rural setting and approach to Maryborough
- Conversion or loss of farmland to urban development (including rural residential) and small scale hobby farms, changing the pattern of settlement and strong rural character

Strategy to manage change

- The evolving Regional Strategy and associated land use management decisions need to recognise high quality agricultural land and protect it from irreversible damage (further detailed agricultural studies may be required to determine valuable rural land in this landscape)

- The evolving Regional Strategy needs to recognise the significance of agriculture in sustainable land use planning (e.g. locally food production and supply chains), their role in the Region's rural economy, as well as the role of land, soil and vegetation management in carbon sequestration
- Opportunity for FCRC to develop policy and guidance in the evolving Regional Strategy which emphasises the scenic value of the *Alluvial Pastures and Cane Fields* landscape, including the rich low-lying fertile arable farmland and pastures, which provide a scenic backdrop and rural approach to Maryborough. The agricultural, recreational and ecological values may also need to be highlighted to assist in validating the safeguarding of important parts of this landscape from adverse change (i.e. conversion of large-scale properties to small hobby farms, rural residential, urban residential and/or other urban development such as superstores),. Specific tools such as urban breaks and similar greenspace policies (e.g. green corridors, networks, and wedges) could also make an important contribution to these landscape character objectives through maintaining the identity and setting of towns, and contributing to the quality of life in and around settlements.
- Through policy, promote and encourage farmers to develop and implement a suitable Farm Management System or similar scheme that supports environmental stewardship and best land management practices, to ensure sustainable farming practices, and improve natural resource management and environmental outcomes.
- Mapping of important streetscape trees, supported by policy that presumes the retention of trees of certain species above a certain size (to be determined) and encouragement of succession planting on both public and private properties. This may include requirements for offset planting where tree loss is unavoidable.
- Preparation of preferred species lists which relate to different areas/precincts within Maryborough e.g. key riverside areas, character suburbs, new suburban areas. These lists may assist developers and Council officers in designing and planning landscape strategies which respond to the existing character and sense of place.

4.3.6 TYPE F: ESTUARIES AND COASTAL FORESHORES WITH WALLUM

4.3.6.1 Description of the landscape resource

Location and boundaries

This landscape type is characterised by a largely flat, low-lying linear landscape located alongside the coastline, which contains a mosaic of sensitive natural habitats (i.e. wallum, mud flats, salt marshes, mangroves, estuaries, coastal creeks/rivers) and coastal townships, most notably, Hervey Bay.

Key characteristics

- Quaternary Coastal Dune geology with areas of estuarine and delta deposits, with coal measures and ferrugionous duricrust further away from coastal areas
- Mixed soils; generally poor podosols with some kandosols around Hervey Bay, and sodosols around Toogoom
- Largely flat, low-lying landscape, generally between 1-10m AHD and strongly influenced by proximity to the coast, which is the key defining feature
- The eastern boundary of this landscape type is not abrupt; rather it's character blends and slowly transitions into the *Ocean Passage* landscape type, sharing similar shoreline vegetation communities
- Contains a diversity of coastal habitats including mud flats, salt marshes, mangrove lined coastal creeks/rivers and estuaries, and extensive areas of lowland banksia wallum, melaleuca woodlands and swamps (often acidic soils); evoking a strong sense of naturalness
- Coastal salt marshes occur in upper tidal zone of estuaries and mangrove systems between wet and dry land, comprising communities of salt-tolerant vegetation (e.g. grasses, herbs, reeds, sedges and shrubs such as *Banksia* spp, *Callitris columellaris*, *Acacia* spp)
- Contains several protected areas including Burrum Coast National Park, northern parts of Vernon State Forest, O'Regan Creek Conservation Park, Poona National Park, Granville Conservation Park, eastern parts of Tuan State Forest and the shoreline features of Great Sandy Conservation Park
- Contain tracts of rural land, including cane fields and cattle-grazed pastures, that provide a setting and/or breaks in the urban fabric e.g. between Hervey Bay and Dundowran

- String of coastal settlements including Tinnanbar, Poona, Maaroom, River Heads, Hervey Bay, Dundowran, Toogoom and Burrum Heads. The villages adjoining the Great Sandy Strait retain a sense of remoteness and many of these settlements retain a character that denotes their origins as 'fishing villages'
- Vegetation along the foreshore often provides a buffer zone, protecting coastal properties from the effects of foreshore erosion, strong winds and storm surges
- Strong sense of place provided by locally endemic vegetation (e.g. banksia forest and melaleuca swamp) and coastal views, particularly views over the Great Sandy Strait to Fraser Island
- Notable expansion of low density, homogenous residential development at River Heads, Toogoom, Hervey Bay, Dundowran and Burrum Heads

Character Area F1: Tinnanbar to Maaroom estuaries and coastal foreshores with wallum

This character area follows the coastline between Tinnanbar and Maaroom and comprises extensive flat low-lying areas of wallum adjacent to Tuan State Forest. Access to the area is limited to the Maryborough-Tuan Forest Road, with minor roads linking to coastal townships of Tinnanbar, Poona and Maaroom. Limited access combined with little development/settlement contribute to a strong sense of remoteness and tranquillity in this area. There are memorable scenic views across the Great Sandy Strait towards Fraser Island from the foreshore of Tinnanbar, Poona and Maaroom.

Character Area F2: Maaroom to River Heads estuaries and coastal foreshores with wallum

This character area follows the coastline between Maaroom and River Heads. The landscape consists of extensive flat low-lying areas of wallum (including Poona National Park) and a distinctive pattern of mangroves, sand banks, and mud islands associated with the mouth of the Mary River, where is enters the Great Sandy Strait. Maaroom is a small fishing village on the waterfront with memorable views to Fraser Island and the surrounding wallum, saltmarsh, mudflat and mangrove habitats. River Heads is a primary departure point for vehicles to Fraser Island and has memorable easterly views of the Island and Great Sandy Strait and southerly views the Mary and Susan River estuaries. The vegetated ridgeline along River Heads Road and the extensive flat low-lying coastal habitats near the Mary River mouth (e.g. Kangaroo, Crab and Turkey Islands) are key natural features.

Character Area F3: River Heads to Burrum Heads estuaries and coastal foreshores with wallum

This character area follows the coastline between River Heads and Burrum Heads, at the foothills of the Hervey Bay to River Heads ridgeline. The area comprises extensive flat low-lying areas of wallum north-west of Hervey Bay, which provides a memorable break between the coastal townships of Hervey Bay, Dundowran, Toogoom and Burrum Heads. The headland at Point Vernon, with its folded sedimentary rock strata, interrupts views along long sweeping beaches and tidal flats. There is notable expansion of low density, homogenous residential development at River Heads, Toogoom, Hervey Bay, Dundowran and Burrum Heads. Marine areas and associated tidal wetlands of Hervey Bay, and adjacent beaches support and harbour a diversity of marine life, which are seasonally visible from the foreshore (e.g. humpback whales, dolphins). There are memorable scenic views across the Great Sandy Strait from the foreshore and surrounding more elevated areas of River Heads and Hervey Bay, as well as intermittent views through remnant coastal vegetation at Dundowran, Toogoom and Burrum Heads. Key areas of conservation include Vernon State Forest, O'Regan Conservation Park, Vernon Conservation Park, Duggan Conservation Park and the Arkarra Lagoons at Dundowran.

4.3.6.2 Evaluation of the landscape resource

Key landscape and visual sensitivities

- Diversity of coastal habitats including mud flats, salt marshes, mangrove lined coastal creeks/rivers and estuaries, and extensive areas of lowland banksia wallum, melaleuca woodlands and swamps (often acidic soils); evoking a strong sense of naturalness that would be vulnerable to intrusion by any man-made features
- Sensitive ridgeline extending between River Heads (along River Heads Road), Hervey Bay, Dundowran and beyond Toogoom (encompassing Vernon State Forest); which generally comprises an unbuilt skyline and provides visual separation between urban areas along the coastline and surrounding natural and rural hinterland areas
- Visually sensitive ridgeline within *River Heads to Burrum Heads estuaries and coastal foreshores with wallum* (Area F3) which generally comprises an unbuilt skyline and offers memorable views to the north and south of coastal and rural landscapes, respectively. The ridgeline also provides a scenic backdrop to coastal townships (particularly. Hervey Bay and River Heads) and a distinct visual separation between urban areas along the coastline and surrounding natural and rural hinterland areas
- Notable tracts of green space, including significant blocks of remnant vegetation, which permeate Hervey Bay and may be vulnerable to change in management or loss (e.g. wide vegetated road reserves and large tracts of Melaleuca woodland along Doolong South Road at Wondunna, Hervey Bay)
- Generally well-vegetated shoreline, with development well set back from the foreshore and mostly below or in line with the tree line that would be vulnerable to vegetation loss or encroachment e.g. wide vegetated foreshore at Torquay esplanade

Key issues / forces for change

- Highly evident pressure for continued and piecemeal development on the urban edge (particularly at Hervey Bay, Dundowran, and on the outskirts of Toogoom and Burrum Heads); particularly low density residential developments which unless carefully designed, erode the character (townscape and landscape) and setting of towns and villages
- New residential developments whose urban structure (i.e. positioning of key pieces of the urban environment around which all future development will be organised e.g. diverse range of residential opportunities, provision of community facilities and services, street layout), built form and landscape treatments (e.g. fencing, boundary design, selection of tree species) have little response to the site character, development pattern and landscape context e.g. at Point Vernon, River Heads, Pialba-Burrum Heads Road and Toogoom
- Conversion and loss of open space and greenspace; particularly conversion of remnant vegetation and rural land to urban development, which may eventually merge settlements such as Hervey Bay and Dundowran (including a DA approved 50 hectare master planned community proposed along Pialba Burrum Heads Road; consisting of all types of accommodation including retirement villages, residential housing, gated communities, town houses and medium density units, plus ancillary facilities such as neighbourhood shopping, child care & indoor recreation).
- Loss of sensitive green space (including significant blocks of remnant vegetation) to urban development (including the growing industrial precinct near Hervey Bay Airport and residential expansion at Wondunna, Hervey Bay; and the associated infringement of remnant vegetation, including large tracts of Melaleuca woodland and Littoral Vine Forest)

- Continued growth of the tourism industry particularly in Hervey Bay with pressure for waterfront developments, such as hotels and restaurants, which seek vegetation clearance along the coastal strip in order to gain sea views. Such developments may also seek to impose standard international landscaping concepts (e.g. palms) in favour of more evolved design responses to local character.
- Increased use of beach access tracks due to the increasing urban population and visitor numbers which may result in dune erosion and instability, as well as the loss of distinctive native vegetation
- Drainage pipes/culverts on the beach have been noted as a threat to the coastline's scenic amenity/aesthetics
- Change of forest management within State Forests e.g. further conversion of native forest to managed hardwood (pine) plantations
- Change in management and/or land use in forested areas not covered by National Park or State Forest designations (e.g. potential for private landowners to manage these forests for timber and other uses/values) resulting in a change in landscape character; although management plans must be submitted before undertaking such operations to ensure sustainable land management

Strategy to manage change

- Future planning for development along the foreshore will need to address climate change; mitigation and adaptation measures should be pursued, including the ability of development to withstand the predicted long term impacts of climate change such as sea level rise and extreme weather events
- New development should promote consolidation and separation of urban areas, thus minimising adverse impact on this landscape and its diverse habitats and associated strong sense of place and naturalness
- Opportunity for FCRC to develop policy and guidance in the evolving Regional Strategy which emphasises the scenic value of the *Estuaries and coastal foreshores with wallum* landscape and prioritise the further conservation of particular tracts of vegetation in order to conserve and enhance landscape character (particular the sense of naturalness and sense of place), biodiversity and ecological links. This will also assist in raising the awareness of the Region's diverse and distinct landscapes, and ensure sensitive parts of the *Estuaries and coastal foreshores with wallum* landscape (e.g. network of creeks/rivers, wetlands, estuaries, remnant areas of forest) are managed into the future. To validate the safeguarding of important parts of this landscape from adverse change (i.e. clearing of native forest area), the ecological and potential recreational value (where appropriate), would need to be highlighted. Specific tools such as urban breaks and similar greenspace policies (e.g. green corridors, networks, and wedges) can make an important contribution to these landscape character objectives through maintaining the identity and setting of towns, and contributing to the quality of life in and around settlements. The Hervey Bay ridgeline is an important feature in this respect and requires particular consideration in the planning process (this is discussed further in the section on urban breaks).
- Preparation of preferred species lists which relate to different areas/precincts within the Region e.g. key centres, foreshore areas, character suburbs, suburban areas. These lists may assist developers and Council officers in designing and planning landscape strategies which respond to the existing character and sense of place

4.3.7 TYPE G: BROAD RIVER VALLEY

Location and boundaries

This landscape type is defined by the broad lower river valleys and adjacent floodplain of the Burrum and Mary rivers. The sources of both rivers begin in elevated forested landscapes at Lenthalls Dam and Pine Mountain, respectively, and widen into broad U-shaped valleys upon reaching the Region's flat low-lying landscapes. The rivers meander in a northerly direction, before discharging into Great Sandy Strait, and are defining features of the Fraser Coast Region.

Key characteristics

- Broad meandering U-shaped river corridors defined by the Mary and Burrum Rivers; which empty into Great Sandy Strait near Burrum Heads and River Heads, respectively. The mouth of the Susan River is also falls in this landscape type where it joins the Mary River, including a wide tract of mangrove vegetation.
- Generally steep valley sides, stabilised by remnant vegetation, which straighten out to level alluvial plains; affording land to be cultivated very close to the river, often resulting in a narrow riparian zone
- River valleys fringed by mangrove vegetation in intertidal areas; particularly at the river mouths

- Mary River meanders in wide bends through the rich, fertile arable farmland and pastures associated with the *Alluvial Pastures and Cane Fields*, to the east and south of Maryborough
- Burrum River meanders in a northerly direction through the *Undulating Forested Lowlands* between Torbanlea and Howard, before discharging into the Great Sandy Strait at Burrum Heads
- Trees along river corridor contribute to a strong sense of visual continuity and provide a 'natural edge' to adjacent farmed landscapes
- Generally comprise a strong sense of tranquillity with a high level of naturalness, forming an important feature in the scenic amenity of the wider landscape
- The Mary River provides a defining feature and historic setting to the city of Maryborough; where an inland port (for immigration and exporting wool, cotton, timber, sugar and gold) and wharfs established in the late nineteenth century; later evolving as a key historic tourism and recreational precinct

Character Area G1: Lower Mary Broad River Valley

This character area follows the valley of the Mary River, between Munna Creek and the Great Sandy Strait. The river flows in a north-easterly direction through a mixed landscape of *Undulating Farmland Mosaic* west of Pine Mountain, and flat arable farmland and grazing pastures between Tiaro and Great Sandy Strait. Major tributaries of the Mary River include Tinana Creek, Munna Creek and the Susan River. Crossing points are limited to Bauple-Woolooga Road, Tiaro (Mungar Road Bridge) and Maryborough (Bruce Highway, Gympie Road and Tiger Street). Urban development and rural uses (e.g. cane fields and grazing pastures) occur in close proximity to the river corridor (including flood prone areas in Maryborough), however the riparian vegetation is generally intact, albeit very narrow in places (e.g. in and around Maryborough). There are a small number of parks adjoining the river e.g. Petrie Park in Tiaro and Queens Park and Pioneer Country Park in Maryborough. Residential properties have frequently been positioned on the valley edge where they obtain extensive views of the Mary. However, the combination of few fording points across the river and limited public access to and views of the river due to private properties and cane fields occurring right up to its edge, give it an elusive character that at times belies its importance as a focal feature for the region.

Character Area G2: Lower Burrum Broad River Valley

This character area follows the valley of the Burrum River, between Torbanlea and Howard, before emptying into the Great Sandy Strait at Burrum Heads. The river flows in a northerly direction through the *Undulating Forested Lowlands.* Crossing points are limited to the Old Bruce Highway and the Bruce Highway near Burrum. The riparian zone is generally intact, providing a natural character.

4.3.7.1 Evaluation of the landscape resource

Key landscape and visual sensitivities

- Sensitive riparian zone vegetation
- Built development along the Mary River generally currently doesn't impinge the riparian zone treeline which retains a verdant setting for the river which would be vulnerable to intrusion

- Natural, unbuilt character associated with the Burrum River valley

Key issues / forces for change

- Change in management and/or land use in waterway buffer zones (e.g. potential for private landowners to manage these riparian areas differently) resulting in a change in landscape character
- Positive forces arising from conservation prioritisation and responses to flood issues that may suggest creating more generous natural buffers to the river corridor
- Potential desire for greater public access to River for recreation (walking, boating etc.)

Strategy to manage change

- Opportunity for FCRC to develop policy and guidance in the evolving Regional Strategy which emphasises the scenic value of the *Broad River Valley* landscape and prioritise river buffer zone management in order to conserve and enhance landscape character (particularly the sense of naturalness), biodiversity and ecological links e.g. through rehabilitation projects (weed management, regeneration of native species and stabilisation works). This will also assist in raising the awareness of the Region's diverse and distinct landscapes, and ensure the *Broad River Valley* landscape is managed into the future. To validate the safeguarding of important parts of this landscape from adverse change (i.e. clearing of native forest area), the ecological and potential recreational value (where appropriate), would need to be highlighted.
- Through policy, promote and encourage farmers to develop and implement a suitable Farm Management System or similar scheme that supports environmental stewardship and best land management practices, to ensure sustainable farming practices, and improve natural resource management and environmental outcomes e.g. managed stock access to the buffer zone
- Opportunity to promote additional recreation and parklands adjacent to the river or in overlooking landscape types.

4.3.8 TYPE H: COASTAL DUNES AND BEACHES

4.3.8.1 Description of the landscape resource

Location and boundaries

This landscape type is defined by Fraser Island; a 122km long and 5-25km wide sand island, claimed to be the largest sand island in the world[6]. The most southern point of Fraser Island is Hook Point; 500m north of the mainland (Inskip Point; a primary access point to the Island). The most Northern point is Sandy Cape, a remote stretch of beach where the lighthouse is located.

Key characteristics

- A landscape of long beaches, dramatic coloured-sand cliffs, natural sandblows, rocky headlands, freshwater lakes and streams, and distinctive communities of native forest, saltmarsh and wallum
- Comprises ancient sand dunes derived from granites, sandstones and metamorphic rocks in river catchments to the south and from the seafloor
- Landform varies from sea-level to 240m AHD
- Notable features are the sandblows (created whenever the local vegetation disappears due to human or natural causes) and the freshwater lakes, generally formed in low elevation dune depressions that intersect the Island's regional water table
- Fraser Island National Park was inscribed on the World Heritage List in 1992; the boundary of the Park is 500m below high water mark to include important areas of beaches, wetlands and mangroves, and part of the extensive seagrass beds in the Great Sandy Strait
- Diverse communities of vegetation; including closed forest (including rain forest and tall eucalypt forest dominated by Satinay and Brushwood), Blackbutt forest, Scribbly Gum and wallum banksia communities, communities of wet sites often dominated by *Melaleuca* species, *Callitris* forest and woodlands, mangroves and saltmarsh; evoking a strong sense of naturalness

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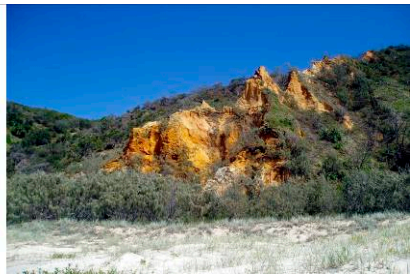
6 [Former] Department of the Arts, Sport, the Environment, Tourism and Territories (1997) *Nomination of Fraser Island and the Great Sandy Region by the Government of Australia for inclusion in the World Heritage List*. URL: http://www.fraserisland.au.com/news/other/07.htm, accessed 19/04/10.

- Rainforest is characterised by upper strata species such as Piccabeen Palm (*Archontophoenix cunninghamiana*), Hoop Pine (*Araucaria cunninghamii*), Kauri Pine (*Agathis robusta*) and Lemon Scented Myrtle (*Backhousia myrtifolia*)
- Tall eucalypt forests, dominated by stands of Blackbutt (*Eucalyptus pilularis*), occur mainly on the high dunes adjoining the rain forests
- Low sclerophyll forest, behind the foredunes stretching back to the taller eucalypt forest, is dominated by Scribbly Gum (*Eucalyptus signata*)
- Several towns, settlements and resorts, as well as camping areas, forestry camps, roads, jetties, and airstrips lie within Fraser Island e.g. Eurong, Happy Valley, Orchid Beach
- 'Day-trippers' to the island are generally limited to southern parts of the Island (i.e. south of Indian Head and in close proximity to Kingfisher bay), due to limited access to and from the island (i.e. ferry to Kingfisher Bay, Wanggoolba Creek and Hook Point)
- Relics of the Island past uses for timber logging and milling (particular Satinay and Kauri trees), which took place between approximately 1863 and 1991, is evident near Central Station (originally a forestry township) in the now-redundant railway tracks and roads
- A major landmark of Fraser Island is the shipwreck of the *S.S. Maheno*, a Scottish luxury liner which was being towed in 1935 from Melbourne to Japan for scrap metal when it was caught in a strong cyclone, drifted ashore and was beached on Fraser Island; later serving as target bombing practice for the RAAF during World War II.
- Described by Matthew Flinders in 1797 as a "*low woody island*"

Character Area H1: Fraser Island coastal sands and beaches





This character area is defined by Fraser Island. It is the only Character Area of this Landscape Type falling within the Region and, therefore, all of the type descriptions above apply.

4.3.8.2 Evaluation of the landscape resource

Key landscape and visual sensitivities

- Unique geomorphology and diverse collection of habitats, evoking a strong sense of naturalness and tranquillity
- Limited settlement and access, evoking a strong sense of remoteness

Key issues / forces for change

- Ensuring sustainable settlement patterns, access and recreational use of the island and its resources
- Already the subject to a great number of ecology and biodiversity studies and afforded significant protection due to its status as a World Heritage Area and National Park that should serve as a positive force for change for land management that benefits biodiversity and associated landscape objectives

Strategy to manage change

- As a World Heritage Area and National Park, Fraser Island is protected and managed under the *Great Sandy Region Management Plan 1994-2010* and the proposed *State Coastal Management Plan*, which promote sustainable management of its natural and cultural resources and provide policy on sustainable settlement pattern and design. These will be the main authorities for managing change and no additional protection is considered to be required through the Fraser Coast Regional Council Land Use Strategy.

4.3.9 TYPE I: OCEAN PASSAGE

4.3.9.1 Description of the landscape resource

Location and boundaries

This landscape is defined by a narrow shallow protected waterway separating Fraser Island from the mainland. The north entrance of the strait into Hervey Bay is 10.5 km wide; its southern end at Inskip Point is only a kilometre across. Fraser Island provides shelter to the strait's large system of bays and channels, which are relatively deep (15-25 metres).

Key characteristics

- This landscape has been largely defined by the boundaries (at high tide, approx 1m AHD) of the mainland (Landscape Type F) and Fraser Island (Landscape Type H) an offshore barrier island located close enough to the mainland to sufficiently block the flow of a substantial river system (Mary River); forming a double-ended estuary and ocean passage (one of the few passage landscapes in Australia)
- This boundary of this landscape type is not abrupt; rather it's character blends and slowly transitions into the *Estuaries and Coastal Foreshores with Wallum* landscape type, sharing similar shoreline vegetation communities
- Consists of a sand estuary passage with a diversity of marine and coastal habitats
- Key habitats include seagrass beds, mangrove-lined shores, sandy and muddy intertidal flats, saltmarshes, freshwater swamps, protected beaches and a maze of tidal creeks and islands
- Large horizontal tide movements because of the relatively flat shoreline
- Low water is one kilometre offshore in some areas
- Recognised by the Convention on Wetlands of International Importance and was declared a Ramsar site in 1999; managed by the *Great Sandy Region Management Plan* (a statutory management plan and zoning plan)
- The marine areas, tidal wetlands and adjacent beaches support and harbour a diversity of marine life, including humpback whales, dugong, dolphins, turtles and migratory wading birds
- "Go slow" marine vessel zones identified to protect turtles and dugongs from boat strike, especially in critical feeding and resting areas
- Its extent, diversity of marine habitats, isolation and relative freedom from disturbance evokes a strong sense of naturalness and tranquillity
- Long uninterrupted sweeps of ocean beach and tidal flats, generally with an unbuilt foreshore skyline are memorable features

Character Area I1: Great Sandy Strait ocean passage

This character area is defined by Great Sandy Strait. It is the only Character Area of this Landscape Type falling within the Region and, therefore, all of the type descriptions above apply.

4.3.9.2 Evaluation of the landscape resource

Key landscape and visual sensitivities

- The strong sense of naturalness and tranquillity
- Long uninterrupted sweeps of ocean beach and tidal flats, generally with an unbuilt foreshore skyline

Key issues / forces for change

- A steady increase in population and residential development in adjacent coastal areas places extra pressure on the natural and cultural resources and the unique scenic and recreation values of Great Sandy Strait

Strategy to manage change

- As a World Heritage Area, The Great Sandy Strait is protected and managed under the *Great Sandy Region Management Plan 1994-2010* and the proposed *State Coastal Management Plan*, which promote sustainable management of its natural and cultural resources and provide policy on sustainable settlement pattern and design. It is not considered that additional protection is required for this zone through the Fraser Coast Land Use Strategy project.

5.0 Qualitative View Management Framework

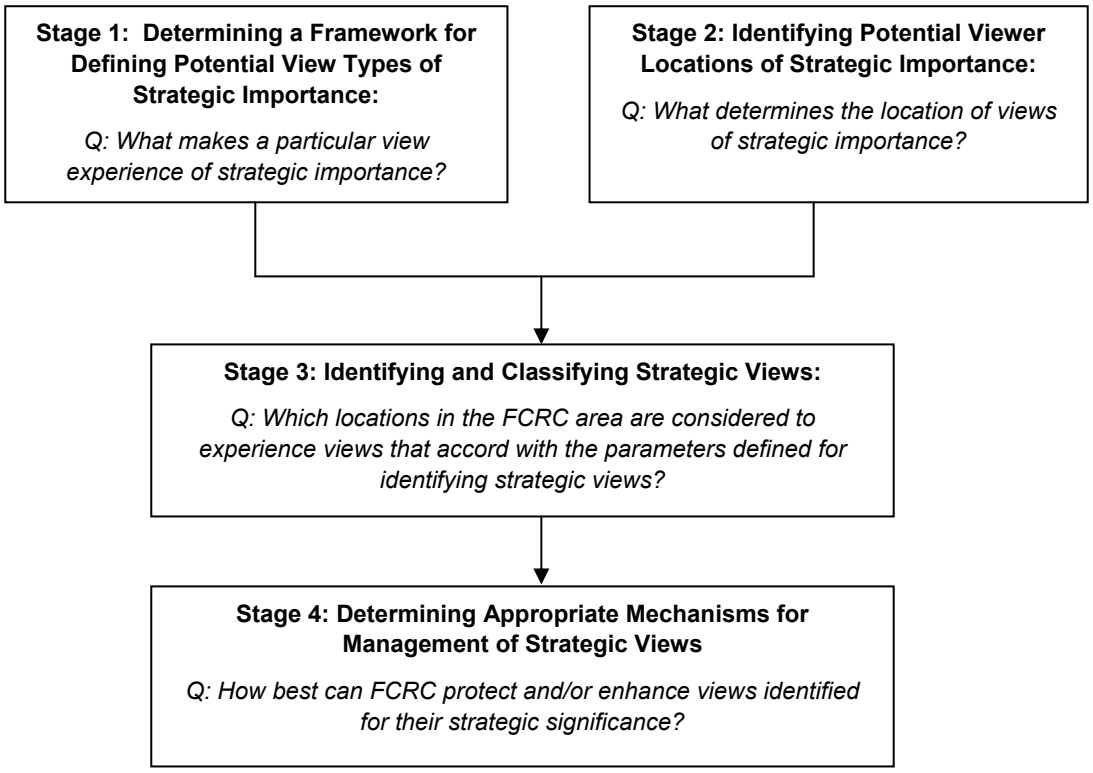
5.1 Introduction

The visual environment is an important contributor to the perception and scenic value of the Fraser Coast Region. The rich character of the region encompasses a wide array of visual experiences ranging from the coastal landscapes of Fraser Island and the Great Sandy Strait with its picturesque coastal fishing villages, to the rural and mountainous landscapes of Woocoo and Tiaro, including the scenic Mary River valley and the heritage townscape character of Maryborough. An environment with high visual quality contributes strongly to 'quality of life' for residents. More tangibly, it is also a significant factor in attracting visitors to the Region which, in turn, boosts the local economy. As a consequence of these factors, the identification of the visual resources of the Fraser Coast region is an important first step in planning for their future protection and management.

The landscape character assessment (described in the previous section) sets out the broad scale characteristics that define the Region as a whole and lend distinctive character to different localities across the Region. The management strategies associated with the landscape character assessment provide a broad framework for maintaining and managing the essential values of place that, by extension, also manage aspects affecting visual character. However, in order to better protect the scenic amenity of the Fraser Coast Region, a View Management Framework has been developed which seeks to identify, document and plan for the future management of specific views, view corridors and scenic routes, which are considered to be of strategic importance to the visual environment of the Fraser Coast Regional Council area.

5.2 Objectives of the View Management Framework

The following key issues have been addressed in the development of the View Management Framework methodology:



5.3 Approach

The methodology adopted for defining, identifying and recommending the management of strategic views is described and discussed below.

5.3.1 Stage 1: Determining a Framework for Defining Potential View Types of Strategic Importance

Q: What makes a particular view experience of strategic *importance?*

The study first considered what aspects of the visual environment FCRC ought to consider protecting i.e. assessed what factors may make a particular view experience considered to be of *strategic* importance?

This is based largely on the **Type of View** experienced, which has involved the development of a view typology that encompasses the range of different landscape experiences considered important to defining the sense of place within the Fraser Coast (based on some of the key attributes emerging from the landscape character study), for example character attributes including particular ecosystems, land uses, and defined natural and built landmarks.

The typology largely considers *qualitative* aspects i.e. identifying the most 'spectacular' views, ensuring the framework includes that best and most representative views of the different landscape types experienced; and considering qualities such as uniqueness, rarity and identity.

The following parameters are considered to define strategic view types in the context of the Fraser Coast Regional Council area:

- **Aesthetics:** They have a significant role in portraying the area's visual attractiveness and scenic amenity (described as highly aesthetic/moderately aesthetic/low aesthetic).
- **Visual Significance:** They contain clear views of natural or built elements that are readily recognisable by local people or visitors and contribute to an area's context and sense of place (described as regionally/locally or limited importance); and/or
- **Scarcity:** They represent very good examples of a landscape or townscape type that can only be experienced in the region in the context of the Fraser Coast Regional Council Area (described as rare/common).

It is noted that these are modified from similar parameters that have been used to define strategic views for the River Mersey[7] and issues that were evaluated in the emerging Gold Coast view management study[8].

An understanding of the likely **Scenic Preference** of the community (residents and visitors) also contributes to the decision on which views are likely to be the most valued by viewers and are, therefore, of strategic importance. An understanding of the likely **Scenic Preference** of the community (residents and visitors) contributes to the decision on which views are likely to be the most valued by viewers and are, therefore, of strategic importance.

Strategic View Typology (View Significance)

Based on the Landscape Character Assessment described in Section 4.0 and a judgement regarding scenic preference; Table 5 sets out those landscape characteristics and landmarks of the Fraser Coast Region which have been assessed to be significant.

[7] *Strategic Views along the River Mersey, Entec 2003*

[8] *Gold Coast Scenic Amenity View Corridor Study* , *Conics, September 2009*

Table 5 Strategic View Typology

View Type Category	Landscape Type/Landscape Characteristics of greatest scenic value	Landmarks or landscape features of particular of scenic value within this landscape
1 Coastal Landscape Views	• Views out to sea generally, but particularly views encompassing the Great Sandy Strait • Views including characteristic coastal vegetation assemblages, particularly wallum and/or mangrove	• Fraser Island • Islands within the Great Sandy Strait
2 Rural Landscape Views	• Harmonious views of rural landscape particularly canefields and macadamia nuts	• Mary River
3 Forested Hinterland Views	• Views of forested peaks, particularly when viewed in contrast to the rural landscape • Extensive views of forested landscapes, particularly views incorporating water (river, lake, dam)	• Mountainous peaks (e.g. Mount Bauple, Mount Walsh, Mount Doongul and Mount Benarige) • Lenthalls Dam • Wongi Waterholes
4 Townscape and Built Heritage Views	• Heritage townscapes, particularly those comprising relatively intact groupings of 'Old Queenslanders' or other attractive heritage buildings	• Wharf Precinct, Maryborough • Hervey Bay foreshore

5.3.2 Stage 2: Identifying Potential Viewer Locations of Strategic Importance

Q: What determines the location of views of strategic *importance?*

Whilst the first part of study considers the type of view with potential to be considered of strategic importance, the second part of the study examines the viewer experience i.e. those public viewing locations from which it could be anticipated that the most important views would be experienced from. This is based largely on the **Type of Viewer** experiencing the view.

In determining this aspect, the study has given recognition to the fact that scenic amenity does not respect administrative boundaries and that strategic views may extend beyond and be experienced from outside of the FCRC area. It also reflected the possibility that some views may be from the sea looking back towards the land. However, due to the study limitations and the lower viability of managing views outside of the land-based area under the planning control of FCRC this aspect has not been fully explored.

The following parameters are considered pivotal to determine if a viewing situation has potential to be of strategic significance in the context of the Fraser Coast Regional Council area:

- **Accessibility:** The viewpoints from which strategic views are available are publicly accessible and are presently or potentially popular (described as *high visitation, moderate visitation, low visitation*);
- **Viewer Sensitivity:** The viewpoints from which strategic views are available represent areas where visitors are highly interested in the quality of the view (described as *principal interest, contributory interest, incidental*)
- **Location Significance:** The viewpoint is considered strategic as it represents a location from which key perceptions are formed regarding the attractiveness of the Fraser Coast Region (Regionally significant location, locally significant location, unimportant)

It is noted that this has been adapted from a similar parameter used to define strategic views for the River Mersey in the UK[9].

The definition of strategic viewing situation has regard to **visual exposure** i.e. a measure of the relative number of viewers currently experiencing the view, but this is not considered in isolation: for example whilst some views experienced by many people from a major highway may be considered strategic, less accessible views experienced by a smaller number of viewers but with great interest in their environment (e.g. walkers on a remote forest trail) may also be worthy of strategic significance. In all cases the assessment of the strategic significance of a view is a combined judgement regarding the importance of a view in relation to the importance (or potential future importance) of the view to those viewing it.

Strategic Viewer Location Typology (Accessibility and Viewer Significance)

Table 6 sets out the locations of views and viewer experiences the Fraser Coast Region that are assessed to be of *potential* strategic significance:

Table 6 Strategic Viewer Location Typology

Viewer location type category	Sample view locations
A Major Transportation Corridors	Key views (including kinetic views/scenic routes) experienced from the main highways passing through the FCRC region: • Bruce Highway • Maryborough-Hervey Bay Road
B Scenic Routes	Key views (including kinetic views/scenic routes) experienced from designated tourist drives and routes: • Tourist Drive No. 12 (Coastal/Hervey Bay) • Tourist Drive No. 6 (Bauple) • Bicentennial National Trail
C Recreational Areas	Key views obtained from recreational areas (e.g. rest stops, picnic areas, viewing points in parks) and trails, particularly elevated areas providing panoramic views: • National Parks, particularly: - Mount Bauple National Park; - Great Sandy National Park; - Mt Walsh National Park; - Wongi National Park; - Grongah National Park; and - Poona National Park. • State Forests, particularly larger continuous areas including: - Wongi State Forest; - St Mary State Forest; - Glenbar State Forest - Bauple State Forest; and - Tuan State Forest. • Parks and Reserves including: - O'Regan Creek Conservation Park; - Coastal Parks within Hervey Bay; and - Riverside Parks within Maryborough and Tiaro.

[9] *Strategic Views along the River Mersey, Entec 2003*

D Urban Footpath	Key views obtained from other areas within the urban footprint, for example: • Piers; and • Foreshore pathways.

Consideration has also been given to defining the type of view experienced using a viewer experience typology as follows:

General landscape views: Views that incorporate the important landscape elements as defined through Stage 1;

Landmark Views: Views that incorporate the important built and natural landmarks as defined through Stage 1;

Kinetic Views: Views obtained whilst moving through the landscape, particularly along scenic routes, or view 'boulevards' within the urban area. It is noted that this category includes views that may be obtained from non-vehicular traffic including from water vessels, horses, bikes and pedestrians.

Gateway Views: Key views obtained at locations that make an important contribution to the immediate perception of the quality of the townscape, for example at the entrance of important settlements or where there is a significant change in regional scenery.

The framework for view identification largely considers ***quantitative*** aspects i.e. view accessibility and numbers of people experiencing the view. This is particularly important in determining the view locations for the assessment of kinetic and sequential views, such as obtained when travelling in a moving vehicle along a road or across water or along a popular walking trail. To this end consideration has been given to the use of one viewpoint supplemented by supporting 'viewing places' (as employed in the London Plan[10]) which may assist in providing a comprehensive picture of the strategic significance of particular views.

5.3.3 Stage 3: Identifying and Classifying Strategic Views

Q: Which locations in the FCRC area are considered to experience views that accord with the parameters defined for identifying strategic *views?*

The third stage in the study entailed identifying and assessing in the field potential viewpoints to determine those which could be considered the most valued for their strategic importance using the parameters defined in the methodology above.

View identification for potential inclusion was based upon information presented in the tourist literature, the identification of potential locations on maps (e.g. high points in the landscape and mapped scenic routes), discussions with FCRC Council Officers and a field survey during which potentially important vantage points or routes were mapped. This stage was followed by an iterative consideration of the viewpoints identified in relation to the methodology.

A combined judgement was then made regarding the following factors to determine if a view was considered to be of strategic importance using the following matrix as a guide:

Table 7 Strategic View Determination matrix

	High Indicator for Strategic Significance	Moderate Indicator for Strategic Significance	Low Indicator for Strategic Significance
Significance of the view			
Aesthetics Does the view have a significant role in portraying the area's visual attractiveness and scenic amenity?	*Highly aesthetic*	*Moderately aesthetic*	*Low aesthetic*
Visual Significance Does the view contain clear views of natural or built elements that are readily recognisable by local people or visitors and contribute to an	*Regionally important*	*Locally important*	*Limited importance*

[10] Greater London Authority (2008) *The London Plan: Spatial Development Strategy for Greater London.*

area's context and sense of place?			
Scarcity Does the view represent a very good example of a landscape or townscape type that can only be experienced in the region in the context of the Fraser Coast Regional Council Area?	*Unique*	*Rare*	*Common*
Significance of the viewer			
Accessibility Is the viewpoint publicly accessible and presently or potentially popular?	*High visitation (potential)*	*Moderate visitation (potential)*	*Low visitation (potential)*
Viewer Sensitivity Are those viewers experiencing this viewpoint interested in the quality of the view?	*Principal Interest*	*Contributory Interest*	*Incidental*
Viewer Location Significance Does the viewpoint represent a location from which key perceptions are formed regarding the attractiveness of the Fraser Coast Region?	*Regionally Significant Location*	*Locally Significant Location*	*Unimportant*

For a viewpoint to be considered significant it must obtain ***either***:

At least one 'score' in the High Indicator or a minimum of two 'scores' in the Moderate Indicator for Strategic Significance of the View **and** at least one 'score' of Moderate in the Significance of the Viewer Category e.g. a moderately aesthetic but locally important view considered to be in a locally significant location would be deemed strategic.

Or

At least one 'score' in the High Indicator or a minimum of two 'scores' in the Moderate Indicator for Strategic Significance of the Viewer **and** at least one 'score' of Moderate in the Significance of the View Category e.g. A view of high visitation which is considered moderate aesthetics would be deemed of strategic importance.

Note: The above matrix is intended as a guide only and professional judgement has informed the decision regarding which views are deemed to be of strategic significance. A numerical scoring system (entailing adding/subtracting/multiplying values) has deliberately been avoided since such a system tends to create a misleading impression of the value of views, particularly comparatively. The aim is simply to provide a transparent explanation of the process by which views were assessed for strategic importance rather than 'rating' certain types of views against one another. A greater explanation regarding the rationale for the inclusion of particular views is presented below for each strategic view included in the Fraser Coast Regional Council View Management Framework. Only once a viewpoint has been determined to be significant has it been described using the following framework.

It is recommended that the strategic views identified through this stage be verified and if necessary expanded/amended during the public consultation period.

5.3.3.1 Potential Views

Table 8 and Table 9 represents those viewpoints and scenic routes that were extracted from tourist literature and websites, discussions with councillors, and map based analysis and which were considered for potential inclusion in the Strategic View Management Framework, along with additional views that were noted during the field survey.

Table 8 Static landscape and landmark views

View location	View description / importance
Hervey Bay and coastal area	
Views of Great Sandy Strait from coastal towns	Important scenic vistas from coastal settlements
View from Urangan Pier	Coastal view noted to be of particular quality at sunset
Flinders Lookout at Dayman	View celebrated due to its cultural connections with Matthew Flinders.

View location	View description / importance
Park, Hervey Bay	
Arkarra Lagoons, Dundowran	Wetland views (popular spot of watching birdlife)
Gatakers Bay, Point Vernon	*Magnificent*[11] sea views
Gables Point at Col Gardner Memorial Park	*Magnificent*[11] sea views
Takura lookout, Vernon State Forest	Views of Hervey Bay from Takura lookout, Vernon State Forest
Maryborough area	
Prickett Aquatic Centre near the Lamington Bridge in Ferry Street in Maryborough	Views to the Mary River
View from Queens Park, Maryborough	Views over the Mary River from corner of Sussex and Lennox Streets
View from the Brolga Theatre, Maryborough	Views across the Mary River to the sugar cane fields at Granville
Views from bridges over Mary River	Views to the Mary River
Fay Smith Wetlands, Neptune Street	Views over one of the last remaining wetland in the area
Tiaro and Woocoo area	
Lenthalls Dam and the Wongi Waterholes	Scenic views over Lenthalls Dam from the picnic facilities and nearby Wongi Waterholes from the campsite.
Landscape west of Teebar	Views dominated by Mt Walsh and its spectacular 703m high exposed granite outcrops and cliffs
View from Bauple museum	Views to Mount Bauple
Views from elevated locations within National Parks and State Forests.	General reference to views from State Forests.
Petrie Park, Tiaro	Scenic vistas to the Mary River
Mount Doongul lookout	Views of coastal lowlands from the edge of the hinterland range at Mount Doongul lookout
Mount Benarige lookout	Views of coastal lowlands from the edge of the hinterland range at Mount Benarige lookout

Table 9 Kinetic views including scenic routes

View location	View description / importance
The Bruce Highway	The major routeway through the Region, therefore, landscapes viewed from this corridor have a high visual exposure. However, it is noted that no 'scenic stops' within the Fraser Coast Regional Council Area are shown on the DTMR website.
The Bicentennial National Trail	Developed in the 1980s, the BNT from Cape York to Melbourne passes through the western part of the Fraser Coast Region (in the former Woocoo and Tiaro Shires) between Musket Flat in the north to Munna Creek in the south, where it joins the Mary River. It follows many of the roads and tracks taken by the early pioneers.
Scenic Tourist Routes	• Tourist Drive No 12: Scenic Drive along the Coastal Strip and inland, including through Hervey Bay. • Tourist Drive No 6: Scenic Drive in the vicinity of Mount Bauple
Old Rail Trail	This trail follows the route of the disused Maryborough to Hervey Bay Railway

[11] Fraser Coast Regional Council (2010) *Hervey Bay Discovery Trail*.

View location	View description / importance
	line. Between Urangan and Pialba, it has been developed as a shared-use path (Mobility corridor); however, the remainder of the trail requires development (Fraser Coast Green Corridors)[12]
Fraser Coast Discovery Trails	• Trail 7: Maryborough Heritage Discovery Trail. • Trail 8: Great Sandy Strait Discovery Trail • Trail 9: Burrum Coast Discovery Trail • Trail 10: Coal Heritage Trail • Trail 11: Wongi Waterholes Trail • Trail 12: Tiaro Discovery Trail • Trail 13: Woocoo West Discovery Trail • Trail 15: Hervey Bay Discovery Trail • Trail 14: Rambling round the Mary Trail (10Km) • Trail 15b: Esplanade Walk and Cycle Loop.
Walking/Cycling trails within National Parks, State Forests and Reserves	• Mountain bike cycling on forestry tracks Wongi Forest Reserve • Burrum Coast National park to Tin Can Bay Military Reserve • Walking trails Burrum Coast National Park, River to Rail Trail, • Cycling etc, in Tuan Forest Reserve, Rail Trail • Walks on Fraser Island • Mt Walsh National Park: walking tracks Waterfall Creek Rock pools and Mt Walsh. Mt Walsh National park to Marodian Forest Reserve: Mt Walsh Picnic Area. • Wongi State Forest to Marodian Forest Reserve – Bicentennial Trail crosses corridor. • Picnic facilities Teddington Weir and riverside park Owanyilla. Teddington vine forest trail.

5.3.4 Stage 4: Determining Appropriate Mechanisms for Management of Strategic Views

Q: How best can FCRC protect and/or enhance views identified for their strategic significance?

The final stage in the Draft View Management Framework involved considering what 'Forces for Change' are acting and how these may have potential to or be likely to affect the identified views. Through understanding these issues, the study considers how the identified strategic views could be best protected and managed. An overall view management strategy based upon the categories of conserve, restore, enhance and monitor is developed with explanation regarding key aspects requiring intervention and management. In developing these strategies a proactive approach has been taken to management, for example considering the benefits of environmental improvements to the immediate environment around a viewpoint, such as a picnic area or even creating safe new rest stops to capitalise on a key view.

In defining management approaches, emphasis has been given to ways in which Fraser Coast Regional Council could protect or enhance strategic views, for example through the planning scheme. However, other mechanisms, including those involving private landowners, are also suggested.

[12] Hervey Bay City Council (2008) *Fraser Coast Green Corridors*.

This stage also entailed suggesting a framework for the ongoing monitoring of identified strategic views and consideration as to how the framework could be improved going forward.

5.4 Strategic Views of the Fraser Coast Region

Using the methodology outlined above, a total of eleven strategic views within the Fraser Coast Regional Council area have been identified. No views have been identified on Fraser Island due to the current protection afforded the visual environment within this protected area and the study limitations as set out in Section 1.2.2. The location of the identified strategic views is shown on **Figure 5** and described in Table 10.

Table 10 Strategic Views identified in the Fraser Coast Region

View type category		Strategic view locations	
1	**Coastal Landscape Views**	View 1	View of Great Sandy Strait and Fraser Island from coastal fishing villages (e.g. Tinnanbar, Poona, Boonooroo, Maaroom, River Heads, Toogoom, Burrum Heads)
		View 2	Panoramic view of Sandy Strait, Fraser island and Hervey Bay foreshore from Urangan Pier
		View 3	View of Great Sandy Strait and Fraser Island from Flinders Lookout at Dayman Point, Hervey Bay
2	**Rural Landscape Views**	View 4	Gateway View from Bruce Highway near Glenwood
		View 5	Views of Mount Bauple from Bruce Highway
		View 6	Rural production vistas from Bruce Highway near Glenorchy
3	**Forested Hinterland Views**	View 7	View of Lenthalls Dam from picnic facilities, Wongi State Forest
		View 8	View of Wongi Waterholes from visitor facilities, Wongi State Forest
		View 9	View to Mount Walsh from Maryborough-Biggenden Road
4	**Townscape and Built Heritage Views**	View 10	Gateway View towards Hervey Bay and Great Sandy Strait from Scrub Hill
		View 11	View across the Mary River towards Maryborough City Centre from Granville Bridge

For each of the strategic views described within the nominated categories, the following information is included:

a) **Strategic View Reference:** This gives a reference name for the view e.g. *Panoramic view of Sandy Strait, Fraser island and Hervey Bay foreshore from Urangan Pier*

b) **Location:** This gives key information regarding the location from which the view can be experienced including street and suburb, section of road, etc.

c) **Geometric Definition:** This presents the GIS mapping and GPS coordinates including detailed compass direction and proposed extents of view management zone. It also includes a description of any built or natural factors which limited view extents

d) **View, Viewer and View Experience Typology**: This relates the view to the main strategic view categories, important viewer types and view experience typology presented in the methodology.

e) **Image illustrating view:** Photograph highlighting the important view.

f) **Description of viewpoint/viewing place:** This includes reference to the foreground, middle ground and backdrop, key built and natural features and landcover including landmarks and landmark status.

g) **Landscape Character Type/Area:** This explains the relationship of the view to the Landscape Type(s) and Character Area(s) of the FCRC identified in this study.

h) **Type of visual receptor:** This describes the type of viewer or viewers most likely to experience the view (e.g. recreational user, tourist, car driver, resident, and worker) and the approximate number of viewing public at the viewpoint location based on obtainable data and any predicted future data available. It also considers ease/difficulty of access for pedestrians/cyclists/vehicles.

i) **Strategic View Determination Matrix:** This highlights the 'scores' achieved by the view with regard to the matrix and also provides a brief description of why the view was deemed of sufficient importance to categorise as a strategic view (refer to Table 6 above).

j) **Planning context:** This describes any relevant information regarding the planning context, including information from the cadastral map and other mapping.

k) **Visual Management Issues:** This describes issues regarding the foreground, mid ground and background including any reference to sensitivities, opportunities, and 'forces for change' (i.e. those factors liable to lead to landscape change).

l) **Visual Management Directions:** This section sets out key directions for policy and strategy with regard to actions that could be taken to safeguard and/or manage changes to the view in accordance with strategies agreed with FCRC (e.g. preserve, conserve, restore, enhance, monitor).

The strategic views identified through this process are each described in Sections 5.4.1 to 5.4.4.

5.4.1 Category 1 Views: Coastal Landscape

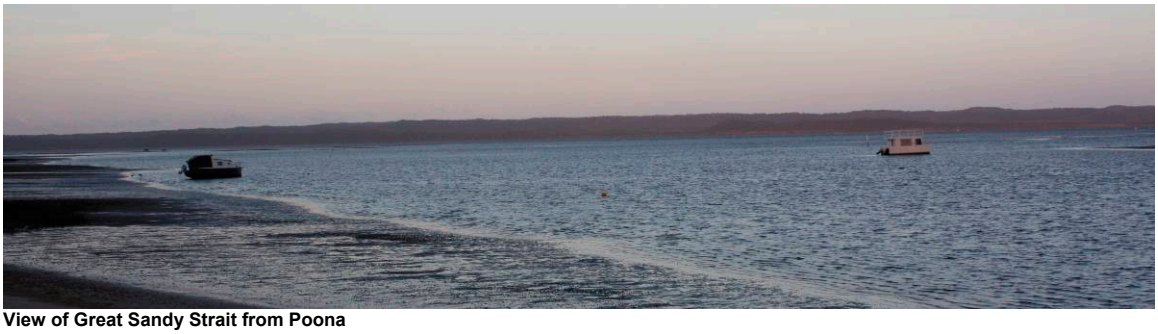
The following table describes views within the Region's coastal landscapes which are considered to be of strategic importance, and provides management directions in relation to potential future change.

Table 11 Category 1 Views: Coastal Landscape

View 1: Views of Great Sandy Strait and Fraser Island from coastal fishing villages	
Location	North easterly view across Great Sandy Straight towards Fraser Island, from beaches at Coastal fishing villages (including Tinnanbar, Poona, Boonooroo, Maaroom, River Heads, Toogoom, Burrum Heads)
Geometric definition	Tinnanbar GPS location: approximately 495 903, 7 151 086m Poona GPS location: approximately 491 315, 7 155 035m Boonooroo GPS location: approximately 490 303, 7 161 578m Maaroom GPS location: approximately 487 480, 7 167 220m River Heads GPS location: approximately 492 317, 7 187 495m Toogoom GPS location: approximately 466 350, 7 207 605m Burrum Heads GPS location: approximately 461 242, 7 214 654m
View type	**View:** Category 1, Coastal Views **Viewer:** Category C, Recreational Areas **View Experience:** General Landscape Views

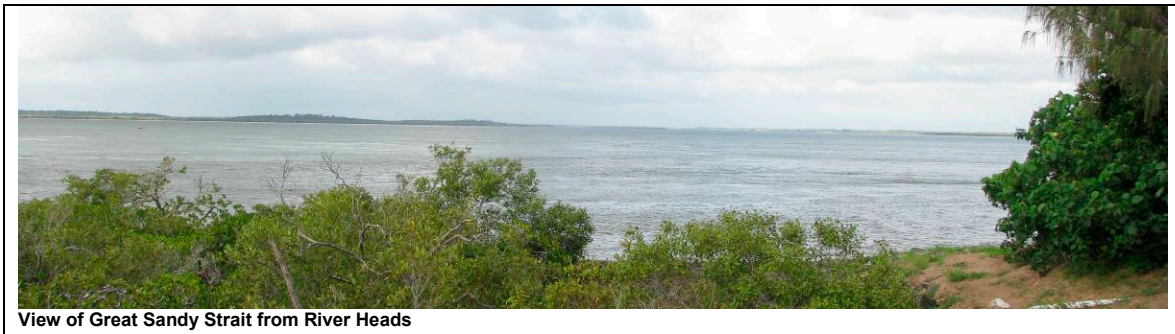
Image(s) Illustrating View

View of Great Sandy Strait from Tinnanbar



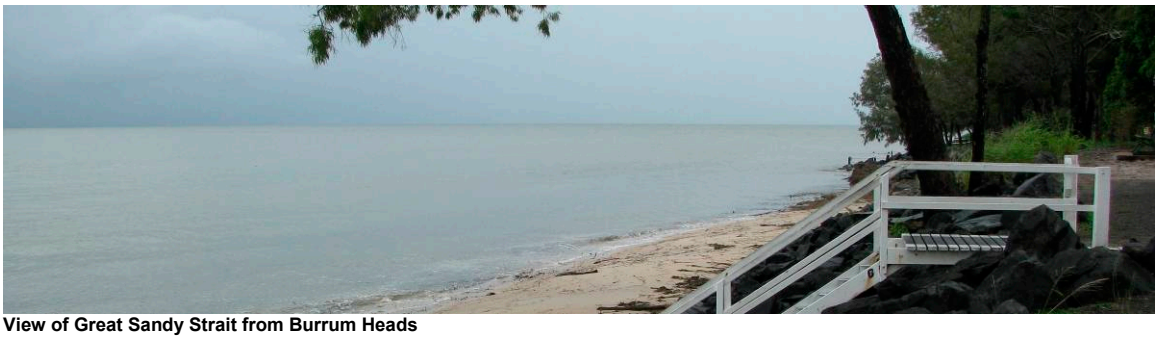
View of Great Sandy Strait from Poona

View of Great Sandy Strait from Maaroom



View of Great Sandy Strait from River Heads

View of Great Sandy Strait from Toogoom



View of Great Sandy Strait from Burrum Heads

Description of viewpoint/viewing place	**Foreground:** Native foreshore vegetation, mangrove lined coastal creeks/rivers and estuaries, beach, tidal flats and/or coastal wetlands **Middle Ground:** Great Sandy Strait **Backdrop:** Fraser Island
Landscape character type / area(s)	Transition between the *Estuaries and Coastal Foreshores with Wallum* and *Ocean Passage* landscape types.
Type of visual receptor	Residents and visitors to the fishing villages, including tourists with an interest (scenic and recreational) in the coastal landscape

Strategic View Determination Matrix

	High Indicator	*Moderate Indicator*	*Low Indicator*
Significance of the View			
Aesthetics	Highly aesthetic	Moderately aesthetic	Low aesthetic
Visual Significance	Regionally important	Locally important	Limited importance
Scarcity	Unique	Rare	Common
Significance of the Viewer			
Accessibility	High visitation (potential)	Moderate visitation (potential)	Low visitation (potential)
Viewer Sensitivity	Principal Interest	Contributory Interest	Incidental
Viewer Location Significance	Regionally Significant Location	Locally Significant Location	Unimportant

Planning context	• As a World Heritage Area, Great Sandy Strait is protected and managed under the *Great Sandy Region Management Plan 1994-2010* and the proposed *State Coastal Management Plan*, which promote sustainable management of its natural and cultural resources and provide policy on sustainable settlement pattern and design
Visual Management Issues	Potential change in the character of the coastline as a result of: • New residential development whose urban structure, built form and landscape treatments (e.g. fencing, boundary design, selection of tree species) have little response to the site character, development pattern and remote, tranquil context • Loss of sensitive green space and foreshore vegetation to urban development • Increased use of beach access tracks which may result in dune erosion and instability, as well as the loss of distinctive native vegetation
Visual Management Directions	• Opportunity for FCRC to develop policy and guidance in the evolving Regional Strategy (building on the findings of the *Built Form and Urban Design Strategy*) which emphasises unique character of the Region's coastal fishing villages and the scenic value of their setting and foreshore; ensuring management of further urban development is prioritised and sensitive in its approach i.e. preferred urban structure, movement/access, massing, setbacks, built form and preference for development to sit below the treeline to avoid adverse impacts on scenic amenity and streetscape character
View 2: Panoramic view of Sandy Strait, Fraser island and Hervey Bay foreshore from Urangan Pier	
Location	Panoramic view of Great Sandy Strait, Fraser island and the Hervey Bay foreshore from Urangan Pier.
Geometric definition	GPS location: approximately 490 739, 7 204 429m
View type	**View:** Category 1, Coastal Views **Viewer:** Category C, Recreational Areas **View Experience:** General Landscape Views as well as Townscape and Built Heritage Views (Hervey Bay foreshore)

Image(s) Illustrating View:

View of Great Sandy Strait from Urangan Pier

View of Hervey Bay foreshore from Urangan Pier

Description of viewpoint/viewing place	**Foreground:** Urangan Pier; a local landmark and link to the Region's economic past (built in 1917 to facilitate the export of sugar and later coal) **Middle Ground:** Great Sandy Strait **Backdrop:** Fraser Island to the east and Hervey Bay foreshore to the west. The foreshore contains a well-vegetated character, albeit prominent resort development north of Urangan Harbour and Peppers Resort, which rises above the treeline at Urangan Beach.
Landscape character type / area(s)	Transition between the *Estuaries and coastal foreshores with wallum* and *Ocean Passage* landscape types.
Type of visual receptor	Residents and visitors to Hervey Bay, including local pier fisherman and tourists with an interest (scenic and recreational) in the coastal landscape.

Strategic View Determination Matrix

	High Indicator	*Moderate Indicator*	*Low Indicator*
Significance of the View			
Aesthetics	Highly aesthetic	Moderately aesthetic	Low aesthetic
Visual Significance	Regionally important	Locally important	Limited importance
Scarcity	Unique	Rare	Common
Significance of the Viewer			
Accessibility	High visitation (potential)	Moderate visitation (potential)	Low visitation (potential)
Viewer Sensitivity	Principal Interest	Contributory Interest	Incidental
Viewer Location Significance	Regionally Significant Location	Locally Significant Location	Unimportant

Planning context	• As a World Heritage Area, Great Sandy Strait is protected and managed under the *Great Sandy Region Management Plan 1994-2010* and the proposed *State Coastal Management Plan*, which promote sustainable management of its natural and cultural resources and provide policy on sustainable settlement pattern and design • In addition, the *Hervey Bay Foreshore Management Plan* was developed by [former] Hervey Bay City Council in 2007 which focuses on the retention and future management of the foreshore's natural scenic appeal. This seeks to keep development below the treeline.
Visual Management Issues	Potential change in the character of the Hervey Bay foreshore as a result of: • Population increase and associated pressure for new development along the Hervey Bay foreshore (including residential and resort development) whose urban structure, built form (including massing) and landscape treatments (e.g. fencing, boundary design, selection of tree species) have little response to the site character and the tranquil seaside context • Pressure for new development along the Hervey Bay foreshore and potential loss of sensitive green space and foreshore vegetation • Increasing recreational demands for the Hervey Bay foreshore and Great Sandy Strait for recreational boating, marina berths and

	associated land based activities, including trailer parking • Potential increase in demand for vehicle access and car parking leading to congestion and traffic management issues • Drainage pipes/culverts on the beach have been noted as a threat to the coastline's scenic amenity/aesthetics
Visual Management Directions	• Opportunity for FCRC to develop policy and guidance in the evolving Regional Strategy (building on the findings of the *Built Form and Urban Design Strategy*) which emphasises the scenic value and unique character of Hervey Bay's foreshore and prioritise the management of further urban development i.e. preferred urban structure, movement/access, massing, setbacks, built form and preference for multi-unit developments to sit below the treeline to avoid adverse impacts on scenic amenity and streetscape character
View 3: View of Great Sandy Strait and Fraser Island from Flinders Lookout at Dayman Park, Hervey Bay	
Location	Elevated view across Great Sandy Strait to Fraser Island from Flinders Lookout; named after the point where Matthew Flinders stepped ashore during his voyage around Australia in the late 18th century
Geometric definition	GPS location: approximately 490 747, 7 203 060m
View type	**View:** Category 1, Coastal Views **Viewer:** Category C Type (Recreational Views) and Type D (Urban Footpath) **View Experience:** General Landscape Views
Image(s) Illustrating View:	
 **View of Great Sandy Strait from Flinders Lookout at Dayman Park**	
Description of viewpoint/viewing place	**Foreground:** Native foreshore vegetation and beach **Middle Ground:** Great Sandy Strait **Backdrop:** Fraser Island
Landscape character type / area(s)	Transition between the *Estuaries and Coastal Foreshores with Wallum* and *Ocean Passage* landscape types.
Type of visual receptor	Residents and visitors to Hervey Bay, including tourists with an interest (historic, cultural, scenic and recreational) in the coastal landscape.

Strategic View Determination Matrix

	High Indicator	*Moderate Indicator*	*Low Indicator*
Significance of the View			
Aesthetics	Highly aesthetic	Moderately aesthetic	Low aesthetic
Visual Significance	Regionally important	Locally important	Limited importance
Scarcity	Unique	Rare	Common
Significance of the Viewer			
Accessibility	High visitation (potential)	Moderate visitation (potential)	Low visitation (potential)
Viewer Sensitivity	Principal Interest	Contributory Interest	Incidental
Viewer Location Significance	Regionally Significant Location	Locally Significant Location	Unimportant

Planning context	• As a World Heritage Area, Great Sandy Strait is protected and managed under the *Great Sandy Region Management Plan 1994-2010* and the proposed *State Coastal Management Plan*, which promote sustainable management of its natural and cultural resources and provide policy on sustainable settlement pattern and design
Visual Management Issues	• The lookout is within Dayman Park, a Council owned and managed park, and is not likely to be at threat from development. .However, incremental small changes to coastal management or within existing developments currently visible from this location could affect its integrity over the longer term. Both its scenic value and historic value as a cultural reference point validate its protection and enhancement
Visual Management Directions	• As this view has minimal risk of changing; visual management directions should advocate conservation and enhancement i.e. through shoreline re-vegetation and management

5.4.2 Category 2 Views: Rural Landscape

The following table describes views within the Region's rural landscapes which are considered to be of strategic importance, and provides management directions in relation to potential future change.

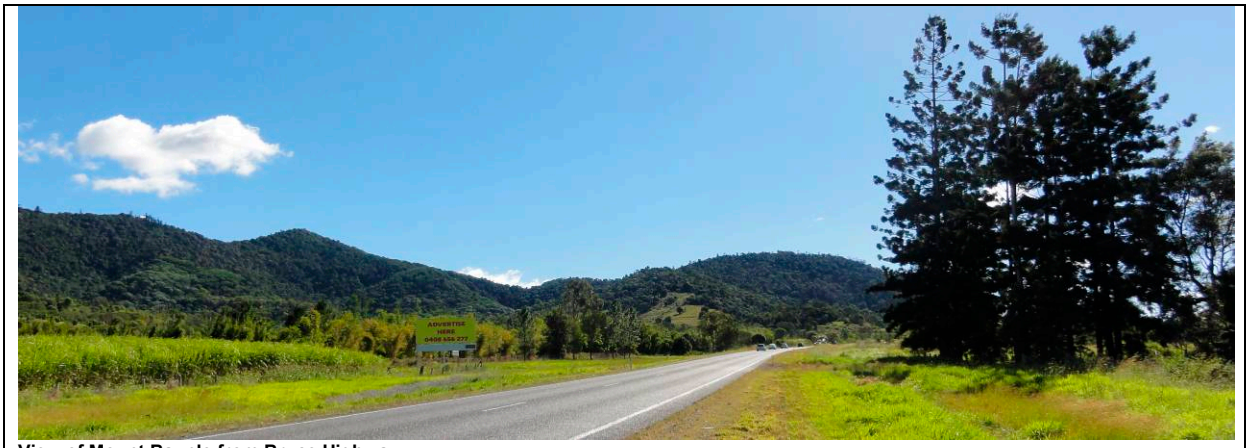
Table 12 Category 2 Views: Rural Landscape

View 4: Gateway View from Bruce Highway near Glenwood	
Location	Northerly view from Bruce Highway, near Glenwood
Geometric definition	GPS location: approximately 460 213, 7 131 461m
View type	View: Category 2, Rural Landscape Views Viewer: Category A, Major Transportation Corridor View Experience: Kinetic View
Image(s) Illustrating View:  **Gateway view from Bruce Highway near Glenwood**	
Description of viewpoint/viewing place	**Foreground and middle ground:** Gently undulating flat cattle grazed pastures incised by narrow tributary valleys associated with Gutchy Creek, at the foothills of Mount Neerdie, which contribute to a strong rural character in this viewing corridor **Backdrop:** The forested peaks and hills associated with Pine Mountain and Mount Bauple (in the distance) provide a dramatic backdrop to this viewing corridor and evoke a strong sense of place.
Landscape character type / area(s)	View corridor sits in the transition of the *Mount Neerdie Forested Peaks and Hills* (A3) and *Pine Mountain Undulating Farmland Mosaic* (D1) landscapes.
Type of visual receptor	Frequently experienced by residents and visitors to the Region, including tourists (e.g. making their way to Maryborough and Hervey Bay) as well as those travelling through the Region towards Bundaberg and beyond.

Strategic View Determination Matrix

	High Indicator	*Moderate Indicator*	*Low Indicator*
Significance of the View			
Aesthetics	Highly aesthetic	Moderately aesthetic	Low aesthetic
Visual Significance	Regionally important	Locally important	Limited importance
Scarcity	Unique	Rare	Common
Significance of the Viewer			
Accessibility	High visitation (potential)	Moderate visitation (potential)	Low visitation (potential)
Viewer Sensitivity	Principal Interest	Contributory Interest	Incidental
Viewer Location Significance	Regionally Significant Location	Locally Significant Location	Unimportant

Planning context	• Policy 2.4.1 (Open Space / Special Places) in the Wide Bay Burnett Regional Plan advocates the identification and protection of "*areas of natural, cultural, recreational and scenic value*". It encourages Local and Regional Authorities to identify and map "*high value scenic landscapes...and scenic corridors*". It also encourages Authorities to develop an open space strategy for urban and rural communities which "*strengthens regional identity and image*" and provides "*green space separation of urban areas*". • In the former Tiaro Shire Plan, "Glenwood Estate" is recognised as a rural residential precinct with commercial frontage (approximately 500m) advocated along the eastern side of the Bruce Highway, which may change the character and extent of this view
Visual Management Issues	• Potential for further conversion or loss of farmland and forest to urban development (including rural residential) and small scale hobby farms, changing the pattern of settlement and strong rural character currently experienced in this view corridor • Potential for commercial development along the Bruce Highway (e.g. linear service and retail development), which may change the rural character of this gateway into the Fraser Coast Region
Visual Management Directions	• Although the rural pastures alongside the Bruce Highway in this view are not classified or protected as "Good Quality Agricultural Land" (Class A and B), there is an opportunity for FCRC to develop proactive policy and/or guidance in the evolving Regional Strategy which emphasises importance of the maintaining and enhancing journey experiences for road users i.e. considering domestic market tourists, who will be using the Bruce Highway and avoiding unnecessary signage and strip development which may clutter and change the rural approach to the Fraser Coast Region from southern areas.
View 5: Views of Mount Bauple from Bruce Highway	
Location	Bruce Highway, between Grassy Mountain and Mount Bauple
Geometric definition	GPS location: approximately 458 957, 7 143 107m
View type	**View:** Category 2, Rural Landscape Views **Viewer:** Category A, Major Transportation Corridor **View Experience:** Kinetic View
Image(s) Illustrating View:	



View of Mount Bauple from Bruce Highway

Description of viewpoint/viewing place	**Foreground and middle ground:** Gently undulating flat cattle grazed pastures and cane fields with remnant Hoop Pine trees at the foothills of Mount Bauple, evoking a strong sense of place and rural character **Backdrop:** The forested volcanic peaks and hills associated with Mount Bauple and other nearby peaks, including Grassy Mountain, provide a dramatic backdrop to this viewing corridor.
Landscape character type / area(s)	View corridor sits within the *Pine Mountain Undulating Farmland Mosaic* landscape character area (D1).
Type of visual receptor	Frequently experienced by residents and visitors to the Region, including tourists (e.g. making their way to Maryborough and Hervey Bay) as well as those travelling through the Region towards Bundaberg or Gympie and beyond.

Strategic View Determination Matrix

	High Indicator	*Moderate Indicator*	*Low Indicator*
Significance of the View			
Aesthetics	Highly aesthetic	Moderately aesthetic	Low aesthetic
Visual Significance	Regionally important	Locally important	Limited importance
Scarcity	Unique	Rare	Common
Significance of the Viewer			
Accessibility	High visitation (potential)	Moderate visitation (potential)	Low visitation (potential)
Viewer Sensitivity	Principal Interest	Contributory Interest	Incidental
Viewer Location Significance	Regionally Significant Location	Locally Significant Location	Unimportant

Planning context	• Mount Bauple is protected as a National Park. The associated Management Plan recognises the park as a "*scenic attraction for people travelling along the Bruce Highway*" and advocates the importance of maintaining a "*skyline free of any structures*". The plan also recognises the park's scientific values and therefore restricts access and advocates "*education and interpretation programs outside the park*" to foster an appreciation of the park by local communities. • Policy 2.4.1 (Open Space / Special Places) in the Wide Bay Burnett Regional Plan advocates the identification and protection of "*areas of natural, cultural, recreational and scenic value*". It encourages Local and Regional Authorities to identify and map "*high value scenic landscapes...and scenic corridors*". It also encourages Authorities to develop an open space strategy for urban and rural communities which "*strengthens regional identity and image*" and provides "*green space separation of urban areas*".

Visual Management Issues	• Potential for conversion or loss of farmland to urban development (including rural residential) and small scale hobby farms, changing the pattern of settlement and strong rural character currently experienced in this view corridor • Potential for piecemeal development along the Highway (e.g. linear service and retail development) and on the urban edge, changing the rural setting and approach to Tiaro, a rural gateway to the Fraser Coast Region
Visual Management Directions	• Although the rural pastures alongside the Bruce Highway in this view are not classified or protected as "Good Quality Agricultural Land" (Class A and B), there is an opportunity for FCRC to develop proactive policy and/or guidance in the evolving Regional Strategy which emphasises importance of the maintaining and enhancing journey experiences for road users i.e. considering domestic market tourists, who will be using the Bruce Highway and avoiding unnecessary signage and strip development which may clutter and change the rural approach to the Fraser Coast Region from southern areas.
View 6: Rural production vistas from Bruce Highway near Glenorchy	
Location	Bruce Highway , between Eight Mile Road in the south and Six Mile Road in the north, a ~3km stretch near Glenorchy, south of Maryborough (as mentioned in the background study by Buckley Vann, issued 06/04/10)
Geometric definition	GPS location: approximately 463 804, 7 164 607m
View type	**View:** Category 2, Rural Landscape Views **Viewer:** Category A, Major Transportation Corridor **View Experience:** Kinetic View
Image(s) Illustrating View:	
 **Rural production vistas from Bruce Highway near Glenorchy**	
Description of viewpoint/viewing place	**Foreground and middle ground:** Expansive flat low lying alluvial plains between Tiaro and Maryborough; primarily comprising cane fields and grazing pastures associated with the Mary River and its tributaries, evoking a strong rural character. **Backdrop:** The forested volcanic and sedimentary peaks and hills associated with mountainous areas within central parts of the Region, including Mount Benarige and Mount Bererum, provide a dramatic backdrop.
Landscape character type / area(s)	View corridor sits within the *Maryborough Alluvial Pastures and Cane Fields* landscape (E1).
Type of visual receptor	Frequently experienced by residents and visitors to the Region, including tourists (e.g. making their way to Maryborough and Hervey Bay) as well as those travelling through the Region towards Bundaberg or Gympie and beyond.
Strategic View Determination Matrix	

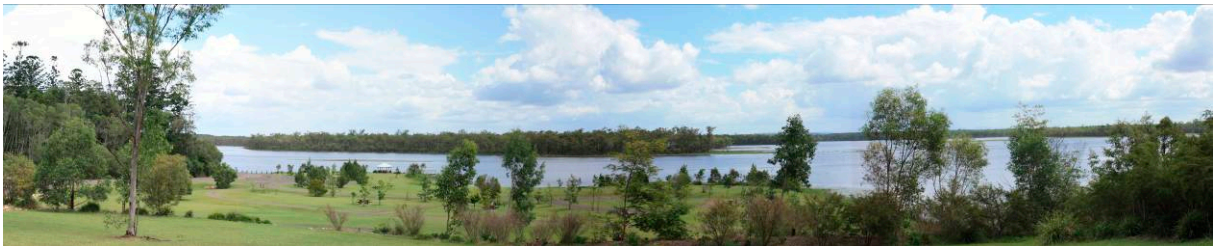
	High Indicator	*Moderate Indicator*	*Low Indicator*
Significance of the View			
Aesthetics	Highly aesthetic	Moderately aesthetic	Low aesthetic
Visual Significance	Regionally important	Locally important	Limited importance
Scarcity	Unique	Rare	Common
Significance of the Viewer			
Accessibility	High visitation (potential)	Moderate visitation (potential)	Low visitation (potential)
Viewer Sensitivity	Principal Interest	Contributory Interest	Incidental
Viewer Location Significance	Regionally Significant Location	Locally Significant Location	Unimportant

Planning context	• Policy 2.4.1 (Open Space / Special Places) in the Wide Bay Burnett Regional Plan advocates the identification and protection of "*areas of natural, cultural, recreational and scenic value*". It encourages Local and Regional Authorities to identify and map "*high value scenic landscapes...and scenic corridors*". It also encourages Authorities to develop an open space strategy for urban and rural communities which "*strengthens regional identity and image*" and provides "*green space separation of urban areas*".
Visual Management Issues	• Potential for conversion or loss of farmland to urban development (including rural residential) and small scale hobby farms, changing the pattern of settlement and strong rural character currently experienced in this view corridor • Potential for piecemeal development along the Highway (e.g. linear service and retail development) and on the urban edge, changing the rural setting and approach between Maryborough and Tiaro
Visual Management Directions	• The rural pastures and cane fields alongside the Bruce Highway in this view are classified or protected as "Good Quality Agricultural Land" (Class A and B). The evolving Regional Strategy and associated land use management decisions need to recognise high quality agricultural land and protect it from irreversible damage (further detailed agricultural studies may be required to determine valuable rural land in this landscape) • Opportunity for FCRC to develop policy and guidance in the evolving Regional Strategy which emphasises the scenic value of the *Alluvial Pastures and Cane Fields* landscape, including the rich low-lying fertile arable farmland and pastures, which provide a scenic backdrop and rural approach to Maryborough. To validate the safeguarding important parts of this landscape from adverse change (i.e. conversion of large-scale properties to small hobby farms, rural residential, urban residential and/or other urban development such as superstores), the agricultural, recreational and ecological values may need to be highlighted. Specific tools such as urban breaks and similar greenspace policies (e.g. green corridors, networks, and wedges) can make an important contribution to these landscape character objectives through maintaining the identity and setting of towns, and contributing to the quality of life in and around settlements. • There is also an opportunity for FCRC to develop proactive policy and/or guidance in the evolving Regional Strategy which emphasises importance of maintaining and enhancing journey experiences for road users i.e. considering domestic market tourists, who will be using the Bruce Highway and avoiding unnecessary signage and strip development which may clutter and change the rural approach to the Fraser Coast Region from southern areas.

5.4.3 Category 3 Views: Forested Hinterland

The following table describes views within the Region's forested hinterland landscapes which are considered to be of strategic importance, and provides management directions in relation to potential future change.

Table 13 Category 3 Views: Forested Hinterland

View 7: View of Lenthalls Dam from picnic facilities, Wongi State Forest	
Location	Elevated westerly view across Lenthalls Dam and surrounding native forest from picnic facilities near visitor car park
Geometric definition	GPS location: approximately 453 138, 7 190 661m
View type	**View:** Category 3, Forested Hinterland Views **Viewer:** Category C, Recreational Areas **View Experience:** General landscape views
Image(s) Illustrating View:  **View of Lenthalls Dam from Picnic Facilities, Wongi State Forest**	
Description of viewpoint/viewing place	**Foreground:** Undulating recreational parkland associated with Lenthalls Dam visitor facilities, including amenity grassland with parkland trees, viewing platform, visitors shelters and connection pathways **Middle Ground:** Lenthalls Dam, located on the head waters of the Burrum River **Backdrop:** Wongi State Forest, including Melaleuca woodland in low lying swamp areas, remnant Hoop Pine Forest in elevated areas, and native open forest (predominantly *Eucalypt* and *Corymbia* species) elsewhere
Landscape character type / area(s)	Viewpoint sits within the *Burrum Undulating Forested Lowlands* landscape (C4)
Type of visual receptor	Visitors to Lenthalls Dam, including nearby residents and tourists with an interest (scenic, historic, and passive and active recreation) in the landscape

Strategic View Determination Matrix

	High Indicator	*Moderate Indicator*	*Low Indicator*
Significance of the View			
Aesthetics	Highly aesthetic	Moderately aesthetic	Low aesthetic
Visual Significance	Regionally important	Locally important	Limited importance
Scarcity	Unique	Rare	Common
Significance of the Viewer			
Accessibility	High visitation (potential)	Moderate visitation (potential)	Low visitation (potential)
Viewer Sensitivity	Principal Interest	Contributory Interest	Incidental
Viewer Location Significance	Regionally Significant Location	Locally Significant Location	Unimportant

Planning context	• Wongi State Forest is partly managed by the Department of Environment and Resource Management and Forestry Plantations Queensland (exotic pine plantation areas)
Visual Management Issues	• Change of forest management within State Forests e.g. further

	conversion of native forest to managed hardwood (pine) plantations • Development of communication infrastructure (e.g. transmission pylons) which could dissect the forest and change the forested skyline (although their location in this forested landscape minimises their visual extent from the wider landscape)
Visual Management Directions	• Opportunity for FCRC to develop policy and guidance in the evolving Regional Strategy which emphasises the scenic (and ecological) value of remnant forest in the Undulating Forested Lowlands landscape type and prioritise the conservation of particular tracts of forest in order to conserve and enhance landscape character (as well as biodiversity and ecological links i.e. ability for cross-catchment fauna movement). To validate the safeguarding of important parts of this landscape from adverse change (i.e. clearing of remnant Melaleuca woodland and Hoop Pine Forest which provide a distinctive setting to Lenthalls Dam), the ecological and potential recreational value (where appropriate), would need to be highlighted.
View 8: View of Wongi Waterholes from visitor facilities, Wongi State Forest	
Location	Visitor facilities on the northern side of the Wongi Waterholes, within Wongi State Forest
Geometric definition	GPS location: approximately 454 095, 7 186 511m
View type	**View:** Category 3, Forested Hinterland Views **Viewer:** Category C, Recreational Areas **View Experience:** General landscape views

Image(s) Illustrating View:

Westerly view of Wongi Waterholes from visitor facilities, Wongi State Forest

Easterly view of Wongi Waterholes from visitor facilities, Wongi State Forest

Description of viewpoint/viewing place	**Foreground / middle ground / backdrop:** Close range views across the Wongi Water Holes; a naturally occurring waterhole within Wongi State Forest fringed by rushes and Melaleuca woodland
Landscape character type / area(s)	Viewpoint sits within the *Burrum Undulating Forested Lowlands* landscape (C4)

<table>
<tr><td>Type of visual receptor</td><td>Visitors to the Wongi Waterholes, including nearby residents and tourists with an interest (scenic and recreation) in the landscape</td></tr>
<tr><td colspan="2">Strategic View Determination Matrix
<table>
<tr><td></td><td>High Indicator</td><td>Moderate Indicator</td><td>Low Indicator</td></tr>
<tr><td colspan="4">Significance of the View</td></tr>
<tr><td>Aesthetics</td><td>Highly aesthetic</td><td>Moderately aesthetic</td><td>Low aesthetic</td></tr>
<tr><td>Visual Significance</td><td>Regionally important</td><td>Locally important</td><td>Limited importance</td></tr>
<tr><td>Scarcity</td><td>Unique</td><td>Rare</td><td>Common</td></tr>
<tr><td colspan="4">Significance of the Viewer</td></tr>
<tr><td>Accessibility</td><td>High visitation (potential)</td><td>Moderate visitation (potential)</td><td>Low visitation (potential)</td></tr>
<tr><td>Viewer Sensitivity</td><td>Principal Interest</td><td>Contributory Interest</td><td>Incidental</td></tr>
<tr><td>Viewer Location Significance</td><td>Regionally Significant Location</td><td>Locally Significant Location</td><td>Unimportant</td></tr>
</table></td></tr>
<tr><td>Planning context</td><td>• The Wongi Waterholes are not identified as a National Park or protected as a Reserve; they located within Wongi State Forest, which is partly managed by the Department of Environment and Resource Management and Forestry Plantations Queensland (exotic pine plantation areas).</td></tr>
<tr><td>Visual Management Issues</td><td>• No management issues apparent, however, there may be increasing recreational demands placed on the Wongi Waterholes in association with the increasing populations forecasted for the Region</td></tr>
<tr><td>Visual Management Directions</td><td>• Opportunity for FCRC to develop policy and guidance in the evolving Regional Strategy which emphasises the scenic (and ecological) value of remnant forest in the Undulating Forested Lowlands landscape and prioritise the conservation of particular tracts of forest in order to conserve and enhance landscape character (as well as biodiversity and ecological links i.e. ability for cross-catchment fauna movement).
• In particular, there is a key opportunity for the Wongi Waterholes and surrounding distinctive Melaleuca woodlands to be recognised as a National Park / Reserve; including the development of an associated management plan to monitor recreational use and change
• To validate the safeguarding of this landscape from adverse change (i.e. clearing of remnant vegetation which provide a distinctive approach and setting to the Wongi Waterholes), the ecological and potential recreational value (where appropriate), would need to be highlighted.</td></tr>
<tr><td colspan="2">View 9: View to Mount Walsh from Maryborough-Biggenden Road</td></tr>
<tr><td>Location</td><td>Westerly view to Mount Walsh from Maryborough-Biggenden Road, approximately 3km northwest of the Bauple-Woolooga Road junction</td></tr>
<tr><td>Geometric definition</td><td>GPS location: approximately 418 216, 7 165 565m</td></tr>
<tr><td>View type</td><td>View: Category 2 (Rural Landscape) and 3 (Forested Hinterland) Views
Viewer: Category A, Major Transportation Corridor
View Experience: Kinetic View</td></tr>
<tr><td colspan="2">Image(s) Illustrating View:</td></tr>
</table>

View to Mount Walsh from Maryborough-Biggenden Road

Description of viewpoint/viewing place	**Foreground:** Expansive westerly view across low lying grazing pastures amid a forested setting, evoking a strong rural character and sense of remoteness **Middle Ground:** Forested foothills associated with Mount Walsh **Backdrop:** Forested volcanic peaks and hills associated with Mount Walsh, culminating in a prominent rocky bluff which overlooks the town of Biggenden
Landscape character type / area(s)	View corridor sits in the northern part of the *Woocoo Tributary Valleys and Hills* (B1) landscape.
Type of visual receptor	Residents and visitors to the former Woocoo Shire, including tourists with an interest (historic, cultural, scenic and recreational) in the surrounding rural and forested landscape.

Strategic View Determination Matrix

	High Indicator	*Moderate Indicator*	*Low Indicator*
Significance of the View			
Aesthetics	Highly aesthetic	Moderately aesthetic	Low aesthetic
Visual Significance	Regionally important	Locally important	Limited importance
Scarcity	Unique	Rare	Common
Significance of the Viewer			
Accessibility	High visitation (potential)	Moderate visitation (potential)	Low visitation (potential)
Viewer Sensitivity	Principal Interest	Contributory Interest	Incidental
Viewer Location Significance	Regionally Significant Location	Locally Significant Location	Unimportant

Planning context	• The Conservation Zone Code within the former Woocoo Shire Plan advocates the "*protection of natural landscapes and vistas of scenic value from intrusive development*". It seeks to ensure that "*buildings are sited to compliment the natural landscape and topographical features of the site and surrounding open space/conservation area, having regard to significant views and vistas, natural water systems and riparian vegetation*".
Visual Management Issues	• No management issues apparent
Visual Management Directions	• Although this view has minimal risk of dramatically changing due to (apparently) low development pressures; visual management directions in the evolving Regional Strategy and associated land use management decisions need to recognise this high quality agricultural land and protect it from irreversible damage • In addition, there is an opportunity for FCRC to develop policy and guidance in the evolving Regional Strategy which emphasises the scenic value of the *Rural Tributary Valleys and Hills* landscape; including the extensive grazing pastures with a dramatic backdrop of forested

	mountain ranges, which evoke a strong rural character and sense of remoteness. To validate the safeguarding of this landscape from adverse change (i.e. conversion of large-scale properties to small hobby farms, rural residential and/or other built development, including transmission pylons), the recreational value and potential tourism market (i.e. scenic drives), may need to be highlighted.

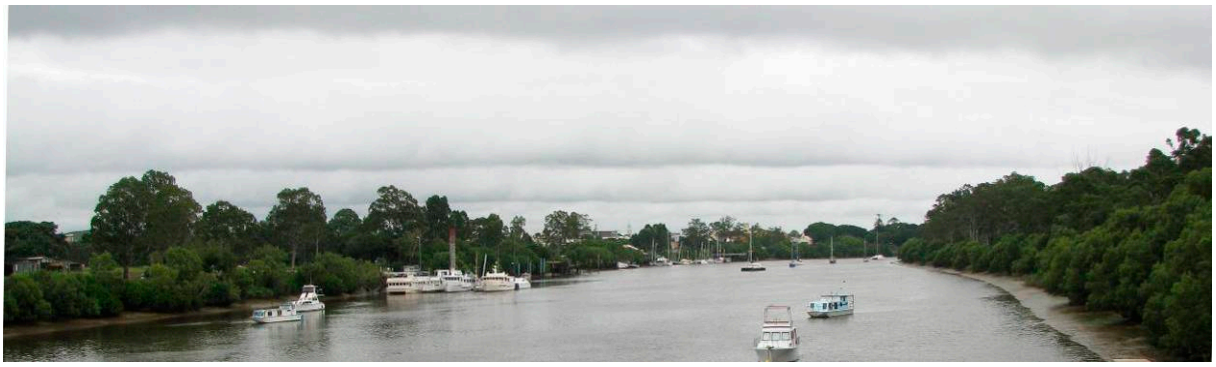
5.4.4 Category 4 Views: Townscape and Built Heritage

The following table describes views within the Region's townscape and built heritage landscapes which are considered to be of strategic importance, and provides management directions in relation to potential future change.

Table 14 Category 4 Views: Townscape and Built Heritage

View 10: Gateway View towards Hervey Bay and Great Sandy Strait from Scrub Hill	
Location	Northerly view form Scrub Hill, Hervey Bay-Maryborough Road
Geometric definition	GPS location: approximately 480 538, 7 200 922m
View type	**View:** Category 1 (Coastal Landscape) and 4 (Townscape and Built Heritage) Views **Viewer:** Category A, Major Transportation Corridor **View Experience:** Gateway views
Image(s) Illustrating View:  **Elevated northerly view over Hervey Bay and from Scrub Hill**	
Description of viewpoint/viewing place	**Foreground:** Undulating mosaic of grazing pastures and blocks of forest (predominantly in private ownership), which provides a rural setting and approach to Hervey Bay, albeit the visual quality is marred by the strip development along Maryborough-Hervey Bay Road. **Middle Ground:** Settlement edge of Hervey Bay, consisting of modern single storey detached brick and render houses with prominent tiled rooves and abrupt boundaries with little landscape treatment (i.e. planting, mounding, integrated permeable fencing, street tree/boulevard planting), evoking a homogenous suburban character with little response to the surrounding coastal context and role of Hervey Bay-Maryborough Road as a key entrance point/gateway into Hervey Bay **Backdrop:** Vegetated coastline between Point Vernon and Dundowran, including salt marshes, mangrove lined coastal creeks/rivers and estuaries (including Eli Creek), and extensive areas of lowland banksia wallum, melaleuca woodlands and swamps (often acidic soils); evoking a strong sense of naturalness
Landscape character type / area(s)	Viewpoint is located in the transition between the *Hervey Bay Hinterland Undulating Farmland Mosaic* (D3) and the *River Heads to Burrum Heads estuaries and coastal foreshores with wallum* (F3) landscape character

<table>
<tr><td></td><td>areas.</td></tr>
<tr><td>Type of visual receptor</td><td>Frequently experienced by residents and visitors to the Hervey Bay, including tourists.</td></tr>
<tr><td colspan="2">Strategic View Determination Matrix
<table>
<tr><td></td><td>High Indicator</td><td>Moderate Indicator</td><td>Low Indicator</td></tr>
<tr><td colspan="4">Significance of the View</td></tr>
<tr><td>Aesthetics</td><td>Highly aesthetic</td><td>Moderately aesthetic</td><td>Low aesthetic</td></tr>
<tr><td>Visual Significance</td><td>Regionally important</td><td>Locally important</td><td>Limited importance</td></tr>
<tr><td>Scarcity</td><td>Unique</td><td>Rare</td><td>Common</td></tr>
<tr><td colspan="4">Significance of the Viewer</td></tr>
<tr><td>Accessibility</td><td>High visitation (potential)</td><td>Moderate visitation (potential)</td><td>Low visitation (potential)</td></tr>
<tr><td>Viewer Sensitivity</td><td>Principal Interest</td><td>Contributory Interest</td><td>Incidental</td></tr>
<tr><td>Viewer Location Significance</td><td>Regionally Significant Location</td><td>Locally Significant Location</td><td>Unimportant</td></tr>
</table></td></tr>
<tr><td>Planning context</td><td>• A key objective of Structure Planning Code PC9 (Ridgelines and Steep Lands) of the Former Hervey Bay Planning Scheme advocates “ridgelines are retained undeveloped”
• A key objective of Urban Design Code PC4 (Building Form and Siting) of the Former Hervey Bay Planning Scheme “buildings do not result in a reduction of views and vistas from public places to topographical ridge lines”.</td></tr>
<tr><td>Visual Management Issues</td><td>Potential change in the character of the Hervey Bay settlement edge and settlement pattern as a result of:
• Population increase and associated pressure for new development along the Hervey Bay foreshore (including residential and resort development) and hinterland (potentially breaching the ridgeline) whose urban structure, built form (including massing) and landscape treatments (e.g. fencing, boundary design, selection of tree species) have little response to the site character, including the distinctive topography and pattern of remnant vegetation
• Pressure for new development along the Hervey Bay foreshore and hinterland, and potential loss of sensitive green space and vegetation
• Piecemeal development on the settlement edge of Hervey Bay and advertisement signage along Maryborough-Hervey Bay Road, a key entrance route into Hervey Bay, which offers elevated panoramic vistas from atop Scrub Hill
• Further strip development along Maryborough-Hervey Bay Road responding to high profile and easy access to major population centres and the Bruce Highway.</td></tr>
<tr><td>Visual Management Directions</td><td>• Opportunity for FCRC to develop further policy and guidance in the evolving Regional Strategy which emphasises the scenic value of the Hervey Bay ridgeline and its role as:
- providing a frequently visited, high profile, key gateway in and out of Hervey Bay
- providing a scenic backdrop to Hervey Bay, due to its unbuilt character and visible tracts of remnant vegetation
- restricting urban sprawl and providing visual separation of urban areas and rural hinterland
To validate the safeguarding of this landscape feature from adverse change (i.e. conversion of rural and forested land to urban residential and/or other urban development such as superstores and associated signage), the recreational and ecological values, may need to be highlighted. Specific tools such as urban breaks and similar greenspace policies (e.g. green corridors, networks, and wedges) can</td></tr>
</table>

	make an important contribution to these landscape character objectives through maintaining the identity and setting of towns, and contributing to the quality of life in and around settlements. • Also a key opportunity for FCRC to develop policy and guidance in the evolving Regional Strategy (building on the findings of the *Built Form and Urban Design Strategy*) which emphasises the scenic value and unique character of Hervey Bay's rural setting and approach; ensuring further urban development is carefully sited, sensitive in its approach and responds to the coastal context t i.e. urban structure, boundary treatments, massing, setbacks, built form, landscape strategy (e.g. preference for development to integrate / respond to the vegetative character) should avoid adverse impacts on scenic amenity and streetscape character
View 11: View across the Mary River towards Maryborough City Centre from Granville Bridge	
Location	Granville Bridge, Maryborough
Geometric definition	GPS location: approximately 471 310, 7 174 857m
View type	**View:** Category 4 (Townscape and Built Heritage) Views **Viewer:** Category A (Major Transportation Corridor) and B (Urban Footpath) **View Experience:** Kinetic Views / Gateway Views
Image(s) Illustrating View:  **Westerly view across the Mary River towards Maryborough City Centre from Granville Bridge**	
Description of viewpoint/viewing place	**Foreground and middle ground:** Broad stretch of the Mary River between Granville and Maryborough's riverside industrial precinct. The river is densely fringed by mature mangroves, providing a strong sense of visual continuity and a 'natural edge' to adjacent urban areas **Backdrop:** Maryborough's Wharf Precinct (circa late 19th century), which also included an inland port (for immigration and exporting wool, cotton, timber, sugar and gold)
Landscape character type / area(s)	Viewpoint is located within the transition zone between the *Lower Mary Broad River Valley* (G1) and the *Maryborough Alluvial Pastures and Cane Fields* (E1) landscapes.
Type of visual receptor	Frequently experienced by residents and visitors to Maryborough, including tourists.

Strategic View Determination Matrix

	High Indicator	*Moderate Indicator*	*Low Indicator*
Significance of the View			
Aesthetics	Highly aesthetic	Moderately aesthetic	Low aesthetic
Visual Significance	Regionally important	Locally important	Limited importance
Scarcity	Unique	Rare	Common
Significance of the Viewer			
Accessibility	High visitation (potential)	Moderate visitation (potential)	Low visitation (potential)
Viewer Sensitivity	Principal Interest	Contributory Interest	Incidental
Viewer Location Significance	Regionally Significant Location	Locally Significant Location	Unimportant

Planning context	• The Wharf Street Code in the former Maryborough City Plan advocates the conservation and enhancement of townscape and landscape character within the city centre. It states that "*any redevelopment should be of a style and character sympathetic to surrounding development and should be limited to one story on the Wharf Street frontage and two storeys to Macalister Street*". • "The Pocket" code in the former Maryborough City Plan advocates that that this area will "*continue to provide a substantial area of productive agricultural land that will not be diminished by further residential or rural residential development*" and that any new development should "*maintain surrounding residential and natural values*".
Visual Management Issues	• No immediate management issues apparent, however there may be increasing recreational demands for the Mary River for recreational boating, marina berths and associated land based activities, including trailer parking (although this type of development is likely to be targeted at the future marine industrial park planned upstream at Nickols Road, on the southern banks of the Mary River) • Future new development along the riverside is likely to be constrained by flooding and riparian vegetation. The former Maryborough City Plan also advocates the protection of the Mary River riparian corridor. However, the scenic riverside location may render this area attractive to developers wishing to market residential apartments and units (with non-habitable ground storeys).
Visual Management Directions	• Although this view has minimal risk of dramatically changing in the immediate future, visual management directions in the evolving Regional Strategy and associated land use management decisions need to recognise the scenic value of the Mary River's riparian zone, its historical and cultural associations and land uses (e.g. cane fields and historic riverside industry), and protect it from irreversible damage and/or insensitive development

5.5 View Management Framework Recommendations

On the basis of the view management framework developed above a number of recommendations for policy and management by FCRC are identified. These are discussed in Section 8.0.

6.0 Inter and Intra-urban Breaks

6.1 Introduction

The scoping study and brief for the Fraser Coast Sustainable Growth Strategy acknowledges the need to undertake a comprehensive assessment of urban breaks. This requirement recognises that the countryside around settlements can be vulnerable to development whilst also being highly valuable, performing a variety of functions including acting as a setting to the built up area, providing a transition or natural gateway between urban and rural areas and providing physical separation of neighbouring settlements and communities thus enhancing local distinctiveness and place-making.

Urban breaks are considered to take two forms: Inter-Urban Breaks and Intra-Urban Breaks. Both inter and intra-urban breaks are associated with areas of undeveloped land (including rural landscape and open space). This land may have scenic, landscape or environmental value but its prime function is providing an important break and visual relief – either between individual settlements (inter-urban break) or within the urban fabric (intra-urban break). Therefore, the most important attribute of inter and intra-urban breaks are their openness and limited presence of development. Breaks can help shape patterns of urban development at a regional scale and ensure that development occurs in locations allocated in development or land use strategies, thus conserving the setting of towns and cities. Inter urban breaks can also assist in conserving the countryside, whilst avoiding unrestricted sprawl of built-up areas.

Once inter and intra-urban breaks have been defined, they can be maintained and enhanced to play a positive role in the Region.

6.2 Objectives of the Urban Break Study

The objectives of this component of the landscape study are to:

1) Identify areas of landscape that are currently acting or have the potential to act as urban breaks within the Fraser Coast Region.

2) Make recommendations for the planning and management of identified breaks based on functional aspirations and landscape character

These objectives contribute to fulfilling Wide Bay Burnett Regional Plan (2007-26) Objective 2.4 Regional Landscapes (Open Space/Special Places), which seeks to retain a network of open spaces that enhances the region's liveability and provides for the needs of future generations. In particular, the identification of urban breaks addresses Policy Principle 2.4.1 which seeks to identify and protect areas of natural, cultural, recreation and scenic value and make these appropriately accessible for current and future generations. Specific related Policy Actions addressed by Urban Breaks include encouraging nodal patterns of human settlements; avoidance of 'urban sprawl'; provision of 'green space' separation of urban areas; and protection of recreational resources to meet existing and future needs.

6.3 Methodology for Defining and Describing Urban Breaks and Corridors

6.3.1 Stage 1: Determining a Framework for Defining Potential Urban Breaks

Q: What makes a particular area worth for consideration as an Urban Break (Inter or Intra-Urban)?

The study first considers which aspects of the countryside around and separating precincts within urban areas are sufficiently important that FCRC ought to consider their protecting through designation of land as inter or intra-urban breaks.

This is based largely on:

- **Distance:** Measurable factors relating to the proximity of urban areas to proximate settlements (inter-urban breaks) or precincts/smaller settlements to each other (intra-urban breaks). This is related to maintaining a suitable distance to maintain the degree of spatial and visual separation required, where possible.
- **Risk:** Assessment of risk factors relating to the potential or likelihood of settlement coalescence over both the short and longer term
- **Functional parameters:** relating to the purposes and benefits of urban breaks as set out below.

Purpose and Benefits of Urban Breaks

To preserve an area of land with scenic, landscape and environmental qualities with the objective of providing a break in and visual relief to the emerging urban footprint.

The specific purposes and benefits are:

Defining criteria

a) To check the unrestricted sprawl of built-up areas

- Retain and rehabilitate areas of land that will provide a break within and between the urban footprints of the 'urban' settlements of the Fraser Coast Region (including coastal townships)

b) To prevent neighbouring urban centres from merging into one another

- Provide a break that is sufficiently large to maintain the sense of separation between urban areas (inter-urban breaks) or between neighbourhoods (intra-urban breaks)
- Establish and reinforce a built form which differentiates the area from the urban corridor;

c) To promote sustainable development patterns

- Promote more sustainable patterns of development i.e. focussing development in and around existing urban centres
- Give greater planning certainty that will encourage urban regeneration promote rehabilitation of damaged and derelict land in and around towns

d) To assist in safeguarding the countryside from encroachment in order to retain productive land close to urban centres

- Retain land in agricultural, forestry and other productive uses including protecting good agricultural land to ensure maximum productivity and preserve the landscape quality of rural areas.

Refining criteria

e) Maintain scenic amenity close to where people live

- Retain scenic landscapes close to where people live
- Establish and reinforce a built form which differentiates the area from the urban corridor;
- To preserve the setting and special character of urban centres;
- Maintain an attractive setting and 'gateway' to key urban areas.

f) Promote access and recreation close to urban centres

- Create opportunities for access to the open countryside and recreation for urban populations • to provide opportunities for outdoor sport and outdoor recreation near urban areas Identify land that it may be appropriate to dedicate to open space, rehabilitation, revegetation and appropriate land uses and management;

g) Support Biodiversity objectives

- Retain and enhance the area's role as a major ecological resource and the region-wide nature conservation network, in particular in relation to the Great Sandy Biosphere, through protection and enhancement of existing habitats and promoting opportunities to create new areas for biodiversity / conservation interest
- Retain land for the delivery of ecosystem services e.g. flood protection and micro-climate control
- Identify land which may be developed for non-residential purposes and that will complement the open landscape/rural character of the area and preserve its ecological values;

In determining the main locations and extent of urban breaks criteria a-d are considered to be the most important factors. Criteria e-g may are more relevant in refining the extent of defined breaks (for example to include all of a nature conservation area) and informing ongoing landscape management. The extent to which the use of land fulfils objectives e-g is not a prime consideration in the inclusion of land within an urban break or for its continued protection. Furthermore, although it is desirable that the landscape within an urban break be maintained in an attractive state, this is not relevant to the inclusion of land within the break and should not dictate its continued protection (particularly as this could encourage landowners to allow land to fall into dereliction). Wherever possible the location and boundaries of urban breaks will be informed by natural landscape features that may

provide clear and legible demarcation in the landscape. Where such natural features are not present, defined man-made features will be used wherever possible.

6.3.2 Stage 2: Identifying Potential Urban Breaks

Stage 2 involved identifying areas that may fit the criteria listed above based on a combination of map-based and field-based investigation. From this a 'shortlist' of potential urban breaks was defined and assessed as follows:

Table 15 Criteria for Evaluation of Inter and Intra-Urban Breaks

Name/Location of Potential Break	Average Distance Far/Near/Close	Risk of Development (Anticipated) High/Moderate/Low	Functional Parameters/ Defining Criteria: a) restrict sprawl, b) prevent coalescence, c) promote sustainable development, d) safeguard the countryside				Judgement regarding most appropriate mechanism to protect values.
			(a)	(b)	(c)	(d)	
[Type of Urban Break]							

Based on a combination of distance factors, development risk and the benefit of urban break designation to meet the functional parameters a professional judgement was made regarding the appropriateness (or otherwise) of implementing an urban break, including consideration of the potential of other mechanisms to achieve the aims. Based on this analysis, recommendations for Inter and Intra-Urban breaks across Fraser Coast Region are made.

6.3.3 Stage 3: Determining Appropriate Mechanisms for the Management of Urban Breaks

Q: How best can FCRC protect and/or enhance Urban Breaks identified for their strategic significance?

The final stage in the Urban Break Strategy involved considering what 'Forces for Change' are acting and how these may have the potential to or be likely to affect the identified strategic gaps. Through understanding of these issues, the study considers how the identified inter and intra-urban breaks could be best protected and managed. An overall strategy based upon the categories of conserve, restore, enhance and monitor is developed with explanation regarding key aspects requiring intervention and management. In developing these strategies a proactive approach has been taken to management, for example considering the potential of land acquisition for open space and access or biodiversity with preference for factors within the control of FCRC but also suggesting any mechanisms requiring the involvement of private landowners.

Table 16 Criteria for Evaluation of Key Issues and Management Considerations for Identified Urban Breaks

[Type of Urban Break]	
Recommended Urban Break:	
Images	
Distance	
Risk of coalescence	
Functional parameters	
Defining Criteria	
a) Restricting sprawl	
b) Preventing neighbouring urban centres from merging	

into one another (prevent coalescence)	
c) Promoting sustainable development patterns	
d) Safeguarding the countryside to retain productive land	
Refining Criteria	
e) Maintaining scenic amenity	
f) Promote access and recreation close to urban centres	
g) Support Biodiversity objectives	
Management Strategy	

6.4 Analysis of Potential Urban Breaks of the Fraser Coast Region

Table 17 Evaluation of Potential Inter- and Intra-Urban Breaks

Name/Location of Potential Break	Average Distance Far/Moderate/Close	Risk of Development (Anticipated) High/Moderate/Low	Functional Parameters/ Defining Criteria: a) restrict sprawl, b) prevent coalescence, c) promote sustainable development, d) safeguard the countryside				Judgement regarding most appropriate mechanism to protect values
			(a)	(b)	(c)	(d)	
Potential Inter-Urban Breaks							
Hervey Bay-Maryborough	25 Km – considered **moderate** in the context of the size of the urban centres.	Anticipated pressure for development in this area is **low-moderate** due to the large distance between the two urban areas. Although, there is some pressure for linear development along Maryborough-Hervey Bay Road (a major connector between the two largest centres in Fraser Coast Region). In addition, there may be pressure for 'big box' development and housing estates, particularly over the longer-term.	A break in this location would assist in preventing linear development along Maryborough-Hervey Bay Road and development from transgressing the significant ridgeline that runs through Scrub Hill and Ghost Hill south of Hervey Bay.	There is no real risk of coalescence. However, a break would ensure that the distinctive character of Hervey Bay and Maryborough including their landscape settings is maintained.	A break in this location would play a significant role in encouraging sustainable development patterns through ensuring the urban consolidation of Hervey Bay and Maryborough and minimising unnecessary encroachment onto Greenfield land.	The land between Hervey Bay and Maryborough is currently under viable agricultural and forestry use. Providing a break in this location would safeguard these uses and their contribution to the setting of the urban centres.	**Designate an inter-urban break and develop policy that safeguards the landscape setting of Maryborough and Hervey Bay**: Land between Hervey Bay-Maryborough acts as a significant Inter-Urban Break of Regional Significance. (1) Recommend designation and policy protection encompassing proactive management. (2) Also recommend undertaking detailed studies of the settings of Maryborough and Hervey Bay in order to inform a policy that seeks to protect these settlements in their landscape setting.
Hervey Bay-River Heads Inter-Urban Break	It is hard to define the precise extent of the existing gap in this location due to the existence of acreage properties and light industrial development on the edge of Hervey Bay. The gap is of the order of 6Km, which is considered to be **close**.	Anticipated latent demand for development is considered to be **high** due to the proximity of industrial land uses/airport and the Ferry terminal. However this demand is tempered by current Council Policies that prevent lodgement of development applications – (as described further in column b).	A break in this location would assist in preventing ad hoc development on the edge of these settlements.	Whilst there is a risk of coalescence in this location, both actual and perceptual the actual risk is currently **low** due to consistent policy direction in both the Hervey Bay City Planning Scheme the evolving Wide Bay Burnett Regional Plan (particularly the State Planning Regulatory Provisions 2010), which prevent the lodgement of subdivisions for residential purposes. A break would ensure that the character of River Heads is maintained and does not simply come to be seen as an appendage to Hervey Bay. A break associated with	A break in this location would contribute to sustainable development patterns through encouraging efficient use of land in both River Heads and on the edge of Hervey Bay, minimising unnecessary encroachment onto Greenfield land.	Land between Hervey Bay and River Heads appears to be under existing viable agricultural use (pasture) with remnant pockets of forest. Land to the west of the ridge also retains a natural buffer to the natural environments associated with the Mary River estuary (mangroves and mudflats). It is considered that a break in this location would play a significant role in safeguarding the countryside setting to River Heads and Hervey Bay.	**Designate an inter-urban break and develop policy that safeguards the landscape setting of Hervey Bay and River Heads.** Land between Hervey Bay and River Heads, particularly associated with the ridgeline associated with Hervey Bay-River Heads Road acts as a significant Inter-Urban Break of Local Significance. Recommend designation and policy protection encompassing proactive management.

Name/Location of Potential Break	Average Distance Far/Moderate/Close	Risk of Development (Anticipated) High/Moderate/Low	Functional Parameters/ Defining Criteria: a) restrict sprawl, b) prevent coalescence, c) promote sustainable development, d) safeguard the countryside				Judgement regarding most appropriate mechanism to protect values
			(a)	(b)	(c)	(d)	
				the ridgeline would also assist in ensuring that visual coalescence is avoided in distant views (e.g. from the Great Sandy Strait)			
Craignish-Toogoom Inter-Urban Break	The gap between Craignish and Toogoom is currently less than 1Km at its closest point which is considered to be very **close**.	Based on the high landscape quality of this area, coupled with the proximity to Craignish and evidence of recent development, it is considered that the pressure for development in this area is likely to be **high**.	A defined break in this location would play an important role in preventing linear coastal sprawl and promoting compact urban form.	The presence of O'Regan Creek provides some natural protection from coalescence, particularly close to the coast where the creek and associated wetlands is at its widest. However, it is feasible that unsympathetic development over a longer time frame could result in coalescence occurring, particularly inland where the creek narrows.	A break in this location would contribute to sustainable development patterns through encouraging efficient use of land in both Toogoom and on the edge of Craignish, minimising unnecessary encroachment onto Greenfield land.	Land between Craignish and Toogoom is mostly covered by natural land uses (e.g. native forest and mangrove lined estuaries). Safeguarding a break in this location would assist in maintaining the countryside setting of Toogoom and Craignish and the integrity of O'Regan Creek.	**Designate an inter-urban break and develop policy that safeguards the landscape setting of Toogoom encompassing proactive management.** Whilst the existing gap is already afforded some protection as part of the O'Regan Creek Conservation Park, over the longer term it is considered that additional land ought to be protected to ensure that Toogoom retains its distinct identity and does not become subsumed into Craignish. Recommend designation of an Inter-Urban Break and policy protection encompassing proactive management.
Maryborough-Aldershot	The gap between the large settlement of Maryborough and small rural township of Aldershot is approximately 2.5Kmat the closest point which is considered to be **close** in this context.	Anticipated pressure for development is **moderate** close to Maryborough due to the easy access to the Bruce Highway of land in this area. Development in this area could comprise residential or commercial/light industrial. Closer to Aldershot it is considered that pressure for residential development is likely to be **low**.	A defined break in this location could play a role in preventing sprawl by preventing development creep along the Bruce Highway and containing the growth of Maryborough to its north-west.	The presence of the Susan River plays a role in containing the growth of Aldershot to the south. It is considered that there is no real immediate or mid-term threat of coalescence.	A break in this location could contribute to sustainable development patterns through encouraging efficient use of land in Maryborough.	Land between Maryborough and Aldershot comprises a mixture of pasture and forestry.	**Develop policy that safeguards the landscape setting of Maryborough and the Bruce Highway.** Whilst there would be benefit in retaining land between Maryborough and Aldershot free of development it is considered that an urban break may not be the most appropriate mechanism to respond to the issues encountered here. Aldershot's growth is contained by low pressure and the presence of an existing natural feature (Susan River) which could be afforded ongoing protection to safeguard its southern limit into the future. The key factors relating to functional parameters warranting protection relate to Maryborough and the Bruce Highway rather than Aldershot, so any designation would ideally need to be focussed on the area around these elements. However, due to the required scale of the regional-level inter-urban break recommended between Maryborough and Hervey Bay, designed to focus development southwards and northwards into the existing urban footprint of these two settlements, land between Maryborough and Aldershot would need to be included and would, therefore, be included de facto within a recommended urban break. However, it is also considered appropriate to undertake

Name/Location of Potential Break	Average Distance Far/Moderate/Close	Risk of Development (Anticipated) High/Moderate/Low	Functional Parameters/ Defining Criteria: a) restrict sprawl, b) prevent coalescence, c) promote sustainable development, d) safeguard the countryside				Judgement regarding most appropriate mechanism to protect values
			(a)	(b)	(c)	(d)	
							more research in order to: (1) develop a policy that seeks to identify and protect the city of Maryborough in its landscape setting and to encourage positive management within the whole of this zone including land between Maryborough and Aldershot; and (2) protects key elements of the setting and views from the Bruce Highway.
Maryborough-Tiaro	The gap between the large settlement of Maryborough and small rural town of Tiaro is approximately 20Km which is considered to be large in this context.	Anticipated pressure for development (residential or commercial/light industrial) is **moderate** close to Maryborough due to the easy access to the Bruce Highway of land falling within this area. However, closer to Tiaro it is considered that pressure for development is likely to be **low**.	A defined break in this location could play a role in preventing sprawl by preventing development creep along the Bruce Highway and containing the growth of Maryborough to its south.	There is no immediate or longer-term risk of coalescence of these settlements.	A break in the vicinity of could aid sustainability objectives through minimising unnecessary encroachment onto Greenfield land and recycling of land within the urban fabric.	The land between Tiaro and Maryborough is currently under viable agricultural use and is shown as '*Preferred Intensive Agriculture'* in the Wide Bay Burnett Preferred Settlement Pattern Diagram. Providing a break in this location could safeguard these uses and their contribution to the setting of the urban centres.	**Develop policy that safeguards the landscape setting of Maryborough, Tiaro and the Bruce Highway.** Whilst there would be benefit in retaining land between Maryborough and Tiaro free of development it is considered that an urban break may not be the most appropriate mechanism to respond to the issues encountered here. The key factors relating to functional parameters warranting protection relate largely to Maryborough and the Bruce Highway. Consequently, it is considered that rather than arbitrarily designating land for an urban break it would be more appropriate to undertake more research in order to (1) develop a policy that seeks to identify and protect the city of Maryborough in its landscape setting and to encourage positive management within this zone; (2) protects key elements of the setting and views from the Bruce Highway; and (3) develop a policy that seeks to identify and protect the town of Tiaro in its landscape setting .
Burrum Heads-Toogoom	Burrum Heads and Toogoom are both small settlements and are approximately 6 Km apart at the closest point along the coastal strip. This is considered **close**.	Anticipated pressure for development in these locations, particularly close to the coast is considered to be **high**. This is evidenced by the presence of new residential development and hoardings advertising new developments in both of these townships. However, Burrum Coast National Park provides a restraint in their coalescence.	Retaining land in open use associated with these settlements could play a role in preventing coastal sprawl.	Whilst there is no immediate risk of coalescence, over the longer term pressure for development associated with the coastal strip is likely to increase leading to development abutting Burrum Coast National Park.	A break in this location could contribute to sustainable development patterns through encouraging efficient use of land.	The land between Burrum Heads and Toogoom is currently under natural uses including wallum heathland (including Burrum Coast National Park) and land associated with Beelbi Creek. This landscape is important for both nature conservation purposes and for its aesthetic value as well as providing distinction and definition between Toogoom and Burrum Heads.	**Develop policy that safeguards the landscape setting of Toogoom and Burrum Heads but do not designate an inter-urban break between Burrum Heads and Toogoom.** There is a need to contain urban development in this location in order to safeguard the character of Toogoom and Burrum Heads coastal townships. However, further protection of sensitive ecological areas may be the most appropriate mechanism in this location, which could also provide a valid urban break between these coastal townships.
Burrum Heads-Howard/Burrum	Burrum Heads and Howard/Burrum are some distance apart	The pressure for additional development in this location is considered to be	Retaining land in open use between these settlements could play a role in	There is no real risk of coalescence between these settlements.	Retaining open land in this location could contribute to sustainable development	The land between Burrum Heads and Howard/Burrum is currently largely under	**Develop policy that safeguards the landscape setting of Burrum Heads but do not designate an inter-urban break between Burrum Heads and**

Name/Location of Potential Break	Average Distance Far/Moderate/Close	Risk of Development (Anticipated) High/Moderate/Low	Functional Parameters/ Defining Criteria: a) restrict sprawl, b) prevent coalescence, c) promote sustainable development, d) safeguard the countryside				Judgement regarding most appropriate mechanism to protect values
			(a)	(b)	(c)	(d)	
	~13Km which is considered **moderate** in relation to the size of the settlements. However, there is already settlement between them, along Burrum Heads Road.	**moderate**.	preventing urban sprawl.	However, ongoing strip development along the connector road could diminish the distinct character of the settlements, particularly Burrum Heads.	patterns through encouraging efficient use of land	pasture (associated with the Burrum River) and forestry and protection from development would help safeguard these uses.	**Howard/Burrum.** There is a need to contain urban development in this location, particularly in order to safeguard the quiet coastal township character of Burrum Heads. However, further protection of sensitive ecological areas may be the most appropriate mechanism in this location, which could also provide a valid urban break between these townships.
Toogoom – Howard/Burrum	Toogoom and Howard/Burrum are some distance apart ~13Km which is considered **moderate** in relation to the size of the settlements. There is sparse settlement between them, along Old Toogoom Road.	The pressure for additional development in this location is considered to be **moderate**.	Retaining land in open use between these settlements could play a role in preventing urban sprawl.	There is no real risk of coalescence between these settlements. However, ongoing strip development along the connector road could diminish the distinct character of the settlements, particularly Toogoom.	Retaining open land in this location could contribute to sustainable development patterns through encouraging efficient use of land	The land between Toogoom and Howard/Burrum is currently largely under forestry with some pastureland. Protection from development would help safeguard these uses.	**Develop policy that safeguards the landscape setting of Toogoom but do not designate an inter-urban break between Toogoom and Howard/Burrum.** There is a need to contain urban development in this location, particularly in order to safeguard the quiet coastal township character of Toogoom. However, further protection of sensitive ecological areas may be the most appropriate mechanism in this location, which could also provide a valid urban break between these townships.
Potential Intra-Urban Breaks							
Howard-Burrum	Howard and Burrum are very **close** separated only by the corridor of the Burrum River.	Due to the presence of the River there is a **low** chance of significant additional development on the land between these settlements.	Urban sprawl between these settlements is already confined by the Burrum River and a break here would play no additional role.	Here is no risk of coalescence over and above that already encountered.	There would be little benefit for sustainable development patterns by creating an intra-urban break here.	The land between these settlements comprises the Burrum River and its associated corridor. There is some development, such as tourist facilities, here but it is largely a natural environment which it would be beneficial to maintain.	**Ensure the Burrum River and its setting is protected but do not allocate an intra-urban break between Howard and Burrum.** Separation of Burrum and Howard is currently afforded by the Burrum River and it is considered that ongoing protection of this important feature of the natural landscape is the most appropriate mechanism for retaining the distinct identities of Burrum and Howard, rather than the allocation of an intra-urban break.
Hervey Bay-Dundowran Beach	Dundowran Beach acts as a suburb of Hervey Bay and, whilst difficult to determine precisely due to the presence of acreage properties within the gap, a **close** distance of approximately 3 Km occurs between the	Considering the environmental values in this area and the pressure for further development in Greenfield land, the risk of development in this area is considered **high**.	Safeguarded land in this area could restrict sprawl and encourage intensification of land use and help to protect existing environmental values.	Allocation of open land here may encourage intensification of development within existing urban areas and promote consolidation.	It could be considered that this location presents an opportunity for sustainable development, given the proximity of the land to the facilities of Hervey Bay. Development here would also serve to connect the Dundowran Beach community, which currently has the visual appearance of a dormitory community, into the fabric of	This land comprises a mixture of farmland and 'urban fringe' type uses including a sewage treatment works. There are also sensitive natural landscapes and habitats associated with Eli Creek. Retention of open land here would play a limited role in safeguarding the countryside.	**Ensure Eli Creek and its setting is protected and consider the allocation of an Urban Break in this zone (with reference to ongoing master planning considerations for this area)** It is considered essential that any new development appropriately addresses the interface of Hervey Bay/Dundowran Beach acting as a conduit for connectivity between the new communities and adequately addressing urban design issues. In particular greenspace through this area would play a pivotal role in integrating the communities. The corridor of Eli Creek should play an important role in this regard

Name/Location of Potential Break	Average Distance Far/Moderate/Close	Risk of Development (Anticipated) High/Moderate/Low	Functional Parameters/ Defining Criteria: a) restrict sprawl, b) prevent coalescence, c) promote sustainable development, d) safeguard the countryside				Judgement regarding most appropriate mechanism to protect values
			(a)	(b)	(c)	(d)	
	most highly developed areas on the eastern edge of Dundowran Beach and western edge of Hervey Bay.				Hervey Bay. However, protection of this land would also encourage intensification on development within existing urban areas and promote consolidation. These matters would need to be reconciled through the land use strategy.		and it is recommended that policy be developed that safeguards the creek and its landscape setting as a focus for recreational development, habitat enhancement, WSUD and other associated benefits.
Hervey Bay-Hervey Bay Industrial Estate (Pulgul Creek)	There are few distinctive breaks within the urban framework of Hervey Bay. However, land associated with Pulgul Creek in the south-east of Hervey Bay currently acts as a separator between residential area of Urangan and the Pulgul wastewater treatment plant and Hervey Bay Airport Industrial Park. The corridor is relatively narrow, approximately 250m even at its widest point – considered **close**.	Whilst the existing residential area and flood issues associated with the creek are likely to limit further development within this area, it is considered that pressure for development would be **moderate**.	Due to its relatively small area and the extent of existing development adjoining the existing greenspace, it is considered that this area could play only a minor role in restricting urban sprawl.	Retention of open land in this location would play an important continued role in preventing the coalescence of the residential area of Hervey Bay with each other and with the industrial area.	Protection of this land would promote sustainable development through defining the edge of the industrial precinct.	Pulgul Creek provides a natural habitat and connection to the Great Sandy Strait; its protection would help safeguard an area of natural character within the urban form.	**Ensure Pulgul Creek and its setting is protected and pro-actively managed and allocate an intra-urban break between the residential and industrial areas.** It is considered that the allocation of an intra-urban break in this location would be beneficial as it would serve to form a distinctive wedge and barrier between residential and industrial areas, would safeguard natural habitat and connectivity within the urban area and would also provide opportunities for recreation.

6.5 Assessment of Key Management Issues Associated with Recommended Urban Breaks for the Fraser Coast Region

The analysis above presents a number of potential locations for the allocation of urban breaks as well as potential alternative mechanisms such as policies relating to settlement and transportation corridor settings. These are schematically mapped on **Figure 6**. Urban breaks represent those places in which it is considered that there is a clear rationale for designating open land adjoining settlements to achieve and secure long-term objectives that cannot be readily achieved through other mechanisms. In total five urban breaks are recommended as follows:

Table 18 Recommended Urban Breaks of the Fraser Coast Region

Wide Bay and Burnett Regional Level Inter-Urban Break
1. Hervey Bay-Maryborough Inter-Urban Break (which by de facto incorporates Maryborough-Aldershot Inter-Urban Break)
Fraser Coast Regional Level Inter-Urban Break
2. Hervey Bay-River Heads Inter-Urban Break 3. Craignish-Toogoom Inter-Urban Break
Intra-Urban Breaks
4. Hervey Bay-Hervey Bay Industrial Estate (Pulgul Creek)
5. Hervey Bay-Dundowran Beach

Due to their common function of containing the growth of Hervey Bay, in practice, Inter-urban Breaks Nos. 1-3 share common boundaries, essentially forming one large urban break. However, they are defined separately since they each have slightly different management issues.

The tables below consider the 'Forces for Change' that are acting or are likely to act in the future within these locations. Consequently, a number of management issues are identified which need to be addressed pro-actively as well as through policy that prohibits certain development classes within the land. An overall strategy based upon the categories of conserve, restore, enhance and/or monitor is developed with explanation regarding key aspects requiring intervention and management. Where appropriate, specific recommendations are also made for landscape management actions that would assist in enhancing the contribution of the land falling within a recommended urban break to wider landscape and allied objectives including biodiversity and recreation.

Table 19 Evaluation of Key Issues and Management Considerations for Identified Urban Breaks

Wide Bay and Burnett Regional Level Inter-Urban Break	
Recommended Urban Break No. 1: Hervey Bay-Maryborough Inter-Urban Break Incorporating Maryborough-Aldershot Inter-Urban Break (*Fraser Coast Regional Inter-Urban Break*)	
Images	
Distance	Approximately 25 Km
Risk of coalescence	Currently low-moderate risk; however there is anticipated to be increasing long-term risk of coalescence as Fraser Coast Region grows, particularly due to pressure for development on the edges of Maryborough and Hervey Bay that could be connected by linear development along the main Hervey Bay-Maryborough Road, particularly development that crosses the ridgeline.
Functional parameters	
Defining Criteria	
a) Restricting sprawl	• Key centres of population which are vulnerable to uncoordinated urban expansion and sprawl, particularly on the urban edges. The visual character of the urban edge is already being eroded by housing estates that do not address

	street frontages and 'big box' commercial developments, particularly on the approach to Hervey Bay.
b) Preventing neighbouring urban centres from merging into one another (prevent coalescence)	• There is no current real risk of coalescence; however, a break would ensure that the distinctive character of Hervey Bay and Maryborough including their landscape settings is maintained.
c) Promoting sustainable development patterns	• Acreage and rural residential properties are already evident within the recommended break area, but over time there is likely to be pressure for denser residential development and additional 'big box' schemes that would be better served and more sustainably located within the existing urban centres. Hence, it is considered that a break in this location would encourage urban regeneration and consolidation in Maryborough and Hervey Bay rather than perpetuate piecemeal encroachment into viable agricultural land.
d) Safeguarding the countryside to retain productive land	• Viable productive agricultural and forested landscapes exist within the recommended break area; however, smaller privately-owned woodland areas on the urban edge are vulnerable to urban development. An inter-urban break would provide additional protection to maintain the viability of these landholdings. In particular this would present a mechanism to safeguard and prevent marginalisation of land around settlements.
Refining Criteria	
e) Maintaining scenic amenity	• Significant new development between Hervey Bay and Maryborough would adversely affect scenic amenity by diminishing the distinctive character of these two settlements. With regards to Hervey Bay, its setting is (and should continue to be) defined by the significant ridgeline that runs through Scrub Hill and Ghost Hill south of Hervey Bay which provides a logical definition to the urban edge as well as maintaining the visual integrity of the farmed countryside to the south. This ridgeline is considered vulnerable to development pressures (particularly residential) that seek the views afforded from this location. With regards to Maryborough, it is scenically important to maintain its compact form and cultural relationship with the Mary River as well as its relationship to the surrounding agricultural landscape.
f) Promote access and recreation close to urban centres	• There is evidence of informal recreational use on the urban edge which presents an opportunity to develop horse-riding trails, cycle trails and footpaths through the countryside close to both Maryborough and Hervey Bay that may also serve as tourist attractions. • There is an opportunity to acquire land to develop parks for recreation (this should be considered with regard to the findings of the open space study)
g) Support Biodiversity objectives	• There are important habitat areas within this area including Vernon Conservation Park and the Susan River as well as large areas of forested (not State Forest) landscape so the protection of wooded, forested and riparian landscapes could be secured through this zone. • There are opportunities for woodland acquisition within this area to support biodiversity and recreation objectives.
Management Strategy	• **Strategy: Conserve and enhance farmland and forestry landscapes and monitor landscape change.** • **Designate an inter-urban break and associated policies and management activities.** • Undertake detailed studies of the settings of Maryborough and Hervey Bay to better inform vulnerabilities, opportunities and define urban edges in order to

	inform a policy that seeks to protect their landscape settings.

Fraser Coast Regional Inter-Urban Break	
Recommended Urban Break No. 2: Hervey Bay-River Heads Inter-Urban Break	
Images	
Distance	Approximately 6 Km
Risk of coalescence	Anticipated pressure for development is low due to consistent policy direction in both the Hervey Bay City Planning Scheme the evolving Wide Bay Burnett Regional Plan (particularly the State Planning Regulatory Provisions 2010), which prevent the lodgement of subdivisions for residential purposes.
Functional parameters	
Defining Criteria	
a) Restricting sprawl	• There are immediate apparent pressures for continued residential subdivision on the northern edge of River Heads that can capitalise on the magnificent views east over the Great Sandy Strait and west to the Mary River floodplain. • The presence and anticipated growth of the airport on the south-eastern edge of Hervey Bay with associated industrial land uses will lead to increasing pressure for additional industrial and 'big box' development along the Hervey Bay-River Heads Road and the urban edge of Hervey Bay. • The presence of the ferry terminal at River Heads may lead to pressure for tourist developments. • A break in this location would assist in preventing unnecessary sprawl on the edge of these settlements.
b) Preventing neighbouring urban centres from merging into one another (prevent coalescence)	• There are already acreage properties lying between these settlements. Subdivision of these or further development or subdivision, particularly along the ridgeline (followed by the main road) would lead to a loss of distinction between the settlements when travelling along the main roads and the perception of coalescence in more distant views.
c) Promoting sustainable development patterns	• By preventing southward creep of industrial land from Hervey Bay this will ensure that the most efficient use is made of the existing land. • Limiting land supply within River Heads will, similarly, result in contained growth and encourage sustainable land use.
d) Safeguarding the countryside to retain productive land	• Viable agricultural use exists, particularly to the west of the ridgeline, which may be at risk of fragmentation and marginalisation should further encroachment of development be permitted in this vicinity.
Refining Criteria	
e) Maintaining scenic amenity	• Development to the west of the ridge would significantly erode the visual character and excellent views to the Mary River estuary obtained when travelling along the main road • The retention of open land in this location, particularly associated with the ridgeline, would also assist in ensuring that visual coalescence is avoided in

	distant views (e.g. from the Great Sandy Strait) • Significant vegetation belts occur along the road that would be removed should development be permitted to occur, the loss of which would diminish visual character.
f) Promote access and recreation close to urban centres	• Parks and recreation areas appear to be present close to the edge of Hervey Bay in this location. However, there appear to be few open space areas in River Heads. The peninsular-like environment of River Heads and magnificent views afforded from this area across the Mary River and Great Sandy Strait present opportunities for creation of countryside trails that capitalise on these assets.
g) Support Biodiversity objectives	• Whilst land within this break has been subdivided, much of it retains its forested character which is likely to retain much of its biodiversity value. The prevention of further subdivision of this area is likely to protect these values into the future. • Retaining undeveloped land in this area is also likely to contribute to wildlife corridors since it will maintain open land adjacent to the Mary River estuary and its setting, protecting a range of habitats both directly (through avoiding encroachment) and indirectly (through minimising pollutant loads, run off etc.).
Management Strategy	• **Strategy: Conserve and enhance farmland, forestry and mangrove landscapes and monitor landscape change.** • **Designate an inter-urban break, supported by associated policies and management activities.**

Recommended Urban Break No. 3: Craignish-Toogoom Inter-Urban Break	
Images	
Distance	Approximately 1 Km
Risk of coalescence	Longer-term risk of coalescence should Craignish extend westwards or Toogoom eastwards.
Functional parameters	
Defining Criteria	
a) Restricting sprawl	• There is some evident potential for additional 'sprawl' along the coast, particularly residential estates which could be addressed through a break policy.
b) Preventing neighbouring urban centres from merging into one another (prevent coalescence)	• Along the coastline O'Regan Creek and associated protected area would limit likelihood of coalescence so greatest danger is actually for growth of Craignish to the south-west and Toogoom to the south-east.
c) Promoting sustainable development patterns	• The remaining Greenfield land associated with these settlements is vulnerable to incursion. • A break in this location would encourage higher urban densities, re-use of brownfield land and infill development within Craignish.
d) Safeguarding the countryside to retain	• Land between Craignish and Toogoom is mostly covered by natural land uses (e.g. native forest and mangrove lined estuaries).

productive land	
Refining Criteria	
e) Maintaining scenic amenity	• The ridgeline assists in defining the southern limit of Craignish, although the urban edge lacks a distinctive relationship to the countryside setting. • Toogoom has a more traditional relationship to its landscape setting. However, this is at risk of being eroded by larger-scale new developments. • Protection of natural and open land would assist in maintaining the scenic amenity of the settlements, particularly Toogoom.
f) Promote access and recreation close to urban centres	• There are opportunities to create and interconnected system of recreational trails through Craignish and Toogoom capitalising on the coastal assets and the Arkarra Lagoons in nearby Dundowran Beach.
g) Support Biodiversity objectives	• There is evidence of clearance of natural habitats to accommodate development in the vicinity of the proposed break. • A break would protect further habitat loss and assist in maintaining the integrity of O'Regan Creek Conservation Park and wider ecological networks between the forests and coast.
Management Strategy	• **Strategy: Conserve and Enhance natural habitats throughout this zone and monitor** • **Designate an inter-urban break and develop policy that safeguards the landscape setting of Toogoom encompassing proactive management.**

Recommended Urban Break No. 4: Hervey Bay-Hervey Bay Industrial Estate (Pulgul Creek)	
Images	
Distance	Approximately 250m
Risk of coalescence	The closeness and development pressure in this area is considered to represent a **moderate** risk of coalescence.
Functional parameters	
Defining Criteria	
a) Restricting sprawl	• Pressure for increasing industrial development could be curtailed in this area. • Future expansion of the nearby airport is also constrained by existing residential land in this area.
b) Preventing neighbouring urban centres from merging into one another (prevent coalescence)	• Retention of open land in this location would play an important continued role in preventing the coalescence of the residential area of Hervey Bay with each other and with the industrial area.
c) Promoting sustainable development patterns	• Protection of this land would promote sustainable development through defining the edge of the industrial precinct encouraging efficient land use within this zone and consolidating clustering of urban land uses with similar requirements.
d) Safeguarding the countryside to retain	• There is no productive land falling within this corridor so this objective is not

productive land	relevant.
Refining Criteria	
e) Maintaining scenic amenity	• The Pulgul Creek corridor plays an important role in maintaining the scenic amenity of the residential area of Hervey Bay, through providing land use separation between residential and industrial zones. • Natural habitats within the zones provide visual contrast to the built environment and interest to visitors • There is evidence of fly-tipping, littering etc. within this zone which diminishes the positive contribution to the built environments • Blocks of land where development has not yet commenced; views of the factories and sewage treatment station lend an urban 'fringe' quality.
f) Promote access and recreation close to urban centres	• Both formal and informal routes occur within the area, however, these have a poor quality • Opportunity to enhance recreation contribution of the creek corridor and for interpretation of the natural environment (woodland, mangroves etc.).
g) Support Biodiversity objectives	• Pulgul Creek provides a natural habitat with woodland, riparian and other habitat zones connection to the Great Sandy Strait, thus its protection would help safeguard an area of natural character within the urban form. • Opportunities to restore and repair habitats.
Management Strategy	• **Strategy: Conserve and Restore natural habitats throughout this zone and Enhance Recreational opportunities. Monitor the ecological and visual condition of the corridor on an ongoing basis.** • **Allocate an intra-urban break between the residential and industrial areas to the north and south of Pulgul Creek.**

Recommended Urban Break No. 5: Hervey Bay-Dundowran Beach	
Images	
Distance	Approximately 3km
Risk of coalescence	Considering the environmental values in this area and the pressure for further development in Greenfield land, the risk of development in this area is considered **high**.
Functional parameters	
Defining Criteria	
a) Restricting sprawl	• Safeguarded land in this area could restrict sprawl and encourage intensification of land use and help to protect existing environmental values.
b) Preventing neighbouring urban centres from merging into one another (prevent coalescence)	• Retention of open land in this location would play an important continued role in preventing the coalescence of the residential area of Hervey Bay and Dundowran Beach.

c) Promoting sustainable development patterns	• It could be considered that this location presents an opportunity for sustainable development, given the proximity of the land to the facilities of Hervey Bay. Development here would also serve to connect the Dundowran Beach community, which currently has the visual appearance of a dormitory community, into the fabric of Hervey Bay. However, protection of this land would also encourage intensification on development within existing urban areas and promote consolidation.
d) Safeguarding the countryside to retain productive land	• There is no productive land falling within this corridor so this objective is not relevant.
Refining Criteria	
e) Maintaining scenic amenity	• Although this land comprises 'urban fringe' type uses (e.g. disused small lot farmland, sewage treatment works); a break in this location presents an opportunity to conserve and enhance the sensitive natural landscapes and habitats associated with Eli Creek.
f) Promote access and recreation close to urban centres	• Opportunity to enhance recreation contribution of the Eli Creek corridor and for interpretation of the natural environment (woodland, mangroves etc.).
g) Support Biodiversity objectives	• Eli Creek provides a natural habitat with woodland, riparian and other habitat zone connection to the Great Sandy Strait, thus its protection would help safeguard an area of natural character between urban areas • Opportunities to restore and repair habitats.
Management Strategy	• **Strategy: Conserve and Restore natural habitats throughout this zone and enhance passive recreational opportunities. Monitor the ecological and visual condition of the corridor on an ongoing basis.** • **Allocate an intra-urban break between the residential areas of Hervey bay and Dundowran Beach, focussing on the Eli Creek Corridor.**

6.6 Urban Break Recommendations

On the basis of the inter and intra-urban break assessment, a number of recommendations for policy and management by FCRC are identified. These are discussed in Section 8.0.

7.0 Green Space Corridors

7.1 Introduction

Green space corridor networks or Landscape Corridors involve defining and managing connected linear green spaces to safeguard and enhance the rural landscape and its relevant productive, recreational, ecological, landscape character and associated visual amenity functions. Green space corridors consider both public and private assets and are generally defined as strategically planned networks of multi-functional green spaces and may comprise environmental features such as wetlands, forest and scrub, and river / creek systems.

The benefits of landscape corridors include increased connectivity, resilience and sustainability of multiple regional landscape values and land use efficiency (as stated in the South East Queensland Regional Plan).

Due to their multi-functionality, green corridors are not defined purely for their landscape qualities and values alone. Rather, green corridors have three main purpose, (i) to provide wide well connected areas of high quality habitat through carefully managed land use (in urban or agricultural contexts) and (ii) to provide access routes for people and (iii) to maintain intact landscapes at a scale related to context. The corridors can operate at all spatial scales, from urban centres (often providing 'intra-urban breaks') through to open countryside (sometimes providing 'inter-urban breaks').

Where 'landscape character' fits in, is largely through the *management* of green space corridors, rather than their definition (i.e. the contribution these corridors make to the landscape character of the Region, is often an added benefit). For example, the management of green space corridors should respond to and enhance the character and distinctiveness of the Region's landscapes (outlined in Section 4.0), which comprises a mosaic of unique forested peaks and hills, mangrove-lined estuaries and coastal foreshores, broad river valleys, alluvial pastures and cane fields, native forests, and the rich agricultural lands of former Woocoo and Tiaro Shires which provide a strong rural character in southern and western parts of the Region.

7.2 Green Corridors in the Fraser Coast Region

Corridors already identified in the Fraser Coast Green Corridors Study[13], are illustrated in **Figure 7** and set out in the following table. The corridors have been defined on the basis of their ecological and/or recreational values. If these corridors are adopted by FCRC in their evolving strategy, they would need to be verified with the Habitat and Biodiversity Strategy and the Open Space Strategy; and their management would need to respond to the Landscape Character Framework, outlined in Section 4.0.

Table 20 Green Corridors in the Fraser Coast Region

Corridor name	Purpose / Description	Landscape Character Types in which the Corridor passes through
State Corridor		
Seaview Range to Mary River	5km wide northwest – southeast link between the mainland coast and inland ranges (Seaview Range), comprising ecological and recreational values. Key landscapes include open forest on mountain ranges, eucalypt woodland, wallum heath, alluvial flats (Mary, Susan and Burrum Rivers), and coastal mangrove forest.	Type C: Undulating Forested Lowlands Type D: Undulating Farmland Mosaic Type F: Estuaries and Coastal Foreshores with Wallum
Fraser Island to Rainbow Beach	5km wide corridor running north - south from the northern end of Fraser Island to Rainbow Beach, comprising ecological and recreational values (e.g. Fraser Island Great Walk and other walking trails). Key landscapes include coastal dunes, paperbark wetlands, swamps, banksia woodland, patches of vine forest, open Eucalypt forest, tall wet sclerophyll forest, perched lakes (Bowraddy, Boomerang,	Type H: Coastal Dunes and Beaches Type I: Ocean Passage

[13] Hervey Bay City Council (2008) *Fraser Coast Green Corridors Study*.

Corridor name	Purpose / Description	Landscape Character Types in which the Corridor passes through
	Mackenzie, Birrabeen, Beenaroon), Figtree lagoon, open Eucalypt forest, and paperbark/Eucalypt woodland	
Burrum Coast National Park to Tin Can Bay Military Reserve	5km wide north – south coastal link, comprising ecological values and opportunities for recreation (e.g. River to River trail). Key landscapes include coastal plain with wallum heath and woodland, patches of littoral vineforest, rainforest elements mixed with Eucalypt open forest on hills, open Eucalypt forest on alluvial plains fringed by mangrove forests, wetlands (including Great Sandy Ramsar wetland within Mary River), and coastal mangrove forest.	Type C: Undulating Forested Lowlands Type D: Undulating Farmland Mosaic Type F: Estuaries and Coastal Foreshores with Wallum Type G: Broad River Valley
River Heads to Fraser Island	5km wide southwest link from central Fraser Island mainland to Hervey Bay's southern coastal zone, comprising ecological values and opportunities for recreation (e.g. sea canoeing/kayaking). Key landscapes include subtropical rainforest, open forest, marine sea grass beds, tidal flats, sand islands, coastal fringing mangrove forests and open Eucalypt forest.	Type F: Estuaries and Coastal Foreshores with Wallum Type H: Coastal Dunes and Beaches Type I: Ocean Passage
Mount Walsh to Marodian Forest Reserve	5km wide north – south inland corridor, comprising ecological values and opportunities for recreation (e.g. walking tracks). Key landscapes include open eucalypt forest and woodland on coastal ranges with dry vineforest in sheltered gullies, and open forest on alluvial plains. Key land uses include pastoral grazing and native forestry (Mount Walsh National Park, Boompa State Forest, and Marodian and Teebar Forest Reserves).	Type A: Forested Peaks and Hills Type B: Rural Tributary Valleys and Hills
Regional Corridor		
Wongi Forest to Marodian Forest	5km wide north – south inland corridor, comprising ecological values. Key landscapes include open Eucalypt forest/woodland with patches of hoop pine dry vineforest on range and Mt Urah, woodland to open forest on hills, lowlands and alluvial plains of Munna creek. Key land uses include pastoral grazing and forestry (native and plantation).	Type A: Forested Peaks and Hills Type C: Undulating Forested Lowlands
Glenbar State Forest to Poona Creek	5km wide east – west corridor, comprising ecological values and opportunities for recreation (e.g. Teddington vine forest trail). Key landscapes include woodland to open Eucalypt forest on low hills and alluvial plains, riparian valleys (Myrtle creek, Mary River, Tinana creek), Teddington Water Reserve, open forest on coastal hills, and wallum heath in coastal lowlands	Type A: Forested Peaks and Hills Type C: Undulating Forested Lowlands Type D: Undulating Farmland Mosaic Type E: Alluvial Pastures and Cane Fields Type G: Broad River Valley Type F: Estuaries and Coastal Foreshores with Wallum
Local Corridor		
Koala corridor	To assist maintaining and enhancing koala habitat, linkages and local koala populations	Type C: Undulating Forested Lowlands Type D: Undulating Farmland Mosaic

Corridor name	Purpose / Description	Landscape Character Types in which the Corridor passes through
		Type G: Broad River Valley Type E: Alluvial Pastures and Cane Fields
Bicentennial Trail (Local recreation corridor)	Local ecological and recreation corridor, with potential to play a significant linking role in linking western parts of the Region (between the former Woocoo and Tiaro Shires). Key habitats include open Eucalypt forest and woodland, alluvial plains, open forest on Sea view Range.	Type A: Forested Peaks and Hills Type C: Undulating Forested Lowlands Type D: Undulating Farmland Mosaic Type G: Broad River Valley
Old Rail Trail	Local ecological and recreation corridor which follows the route of the disused Maryborough to Hervey Bay railway line. Key habitats include open Eucalypt forest and woodland, Melaleuca wetlands, alluvial plain Black Swamp catchment, and banksia wallum heath.	Type C: Undulating Forested Lowlands Type D: Undulating Farmland Mosaic Type E: Alluvial Pastures and Cane Fields Type F: Estuaries and Coastal Foreshores with Wallum
Riparian Corridors	Key riparian corridors identified in the Region comprising ecological values and some opportunity for recreation (e.g. Canoeing along the Mary and Susan Rivers and Tinana Creek, mountain bike and horse riding trails, camping and fishing) include: • Mary River • Burrum River • Cherwell River • Gutchy Creek • Munna Creek • Myrtle Creek • Susan River • Teebar Creek • Tinana & Coondoo Creeks	Riparian corridors are a reoccurring feature across all the landscape types; however, *Type G: Broad River Valley* is defined by the Mary and Burrum Rivers.

7.3 Green Corridors Recommendations

While the Landscape Strategy agrees in principle to the definition of green corridors, the detailed location and role of green corridors (including those outlined in the above table) cannot be effectively defined solely for their landscape qualities and values. For FCRC to adopt green corridors within the evolving Planning Scheme, the location and purpose/role of each green corridor must be robust and fully supported by the community and local stakeholders, for the corridor to be adopted and safeguarded as green space.

For this to happen, the green corridors would need to be defined in collaboration with the outcomes of the Landscape Character Strategy, the Habitat and Biodiversity Strategy and the Open Space Strategy i.e. to develop the analysis into a bold and imaginative green corridors network, which builds upon existing studies, current and future initiatives, and identifies key issues, including those relating to biodiversity, landscape character and recreation. It will also be important to develop an implementation strategy and a framework for the longer-term management and maintenance of any future assets created. The urban breaks identified in the previous section can also form part of and contribute to fulfilling the objectives of green space corridors (particularly the refining of criteria that relate to biodiversity objectives and recreation). Recommendations for policy and management of inter and intra-urban breaks by FCRC are identified in Section 8.0.

8.0 Landscape Strategy Recommendations

The landscape strategy recognises the dynamic nature of landscape, with an emphasis on management of change i.e. accommodating change, including development, which is sympathetic to or strengthens the existing character and special qualities of the landscape whilst managing the landscapes that are inherently valued for their existing features, qualities and condition.

In summary, the overall strategy follows the following process:

- Assess landscapes; considering what contributes to and detracts from their quality and character (as described in the previous sections);
- Identify and analyse landscapes; describing their character and forces and pressures for change (as described in the previous sections);
- Develop recommendations for the protection, management, and planning of the Region's landscapes employing the full suite of available tools e.g. policy, management frameworks etc. (the subject of this section presented below);
- Undertake stakeholder consultation to verify the vision for the Region's landscapes and related policy objectives; and in doing so, increase awareness of the value of landscape and of society's role in shaping them (the next step);
- Integrate landscape values into regional spatial policy and legislation (to be undertaken as part of the wider Land Use Strategy which this report informs) ; and,
- Monitor what is happening to landscapes i.e. determining if the policies and recommendations are working in the DA process with landscape features being appropriately responded to at the site level (ongoing implementation by FCRC)

The analysis presented in the previous sections develops an understanding of the key attributes of the landscape of the Fraser Coast Region including its landscape character, key views that contribute to and help define visual quality and the pattern of urban and non-urban land uses that shapes the experience of moving around within the area. This analysis forms the basis of the recommendations that follow.

These recommendations can inform the planning framework used by Fraser Coast Regional Council at a number of levels including:

- Mapping; to include the Strategic Plan, Zoning Maps and Overlay Maps
- Desired Environmental Outcomes (DEO)
- Tables of Development and Land Use Rights
- Development Codes
- Planning scheme policy

8.1 Conservation and Enhancement of Landscape Character

8.1.1 Recommended Strategy for Conservation and Enhancement of Landscape Character

The Landscape Character Assessment described in Section 4.0 above has identified nine different landscape character types and approximately twenty-four different landscape character areas within the Fraser Coast Region listed in the table below. The landscape character assessment has identified the key sensitivities of these landscapes and the key 'forces for change' that are currently or have potential to change their visual character. Unsympathetic development in these areas could affect the character and quality of the whole of the Fraser Coast Region as well as having indirect consequences for economic interests relying on a high quality environment e.g. tourism. For these reasons it is considered that FCRC should consider impacts of proposed development on the character and attributes of these landscapes in determining planning applications.

Table 21 Regional Landscape Character Types and Character Areas

Type A: FORESTED PEAKS AND HILLS	
A1	Mount Bauple Forested Peaks and Hills
A2	Grassy Mountain Forested Peaks and Hills
A3	Mount Neerdie Forested Peaks and Hills
A4	Mount Urah Forested Peaks and Hills
A5	Mount Joseph Forested Peaks and Hills
A6	Mount Walsh Forested Peaks and Hills
A7	Mount Woocoo Forested Peaks and Hills
A8	Fairlies Knob and Mount Doongul Forested Peaks and Hills
Type B: RURAL TRIBUTARY VALLEYS AND HILLS	
B1	Woocoo Tributary Valleys and Hills
Type C: UNDULATING FORESTED LOWLANDS	
C1	Tuan Undulating Forested Lowlands
C2	Glenbar Undulating Forested Lowlands
C3	Boompa Undulating Forested Lowlands
C4	Burrum Undulating Forested Lowlands
Type D: UNDULATING FARMLAND MOSAIC	
D1	Pine Mountain Undulating Farmland Mosaic
D2	Grahams Creek Undulating Farmland Mosaic
D3	Hervey Bay Hinterland Undulating Farmland Mosaic
Type E: ALLUVIAL PASTURES AND CANE FIELDS	
E1	Maryborough Alluvial Pastures And Cane Fields
Type F: ESTUARIES AND COASTAL FORESHORES WITH WALLUM	
F1	Tinnanbar to Maaroom Estuaries and Coastal Foreshores with Wallum
F2	Maaroom to River Heads Estuaries and Coastal Foreshores with Wallum
F3	River Heads to Burrum Heads Estuaries and Coastal Foreshores with Wallum
Type G: BROAD RIVER VALLEY	
G1	Lower Mary Broad River Valley
G2	Lower Burrum Broad River Valley
Type H: COASTAL DUNES AND BEACHES	
H1	Fraser Island Coastal Dunes and Beaches
Type I: OCEAN PASSAGE	
I1	Great Sandy Strait Ocean Passage

8.1.2 Recommended Policy Protection for Conservation and Enhancement of Landscape Character

It is recommended that Fraser Coast Regional Council state a commitment to conserving the character and appearance of the landscape in the Plan Area. Whilst accepting that the Land Use Strategy needs to accommodate development it should also seek to safeguard the integrity and character of the landscape.

It is recommended that the Council should state a commitment to assessing proposed developments in accordance with their impacts on the key landscape characteristics and qualities identified through the Landscape Character Assessment. This should include a policy that states the following, or similar:

FCRC will consider the potential impacts of development proposals on the character attributes of the Fraser Coast Landscape and key sensitivities as identified in the Fraser Coast Region Landscape Character Assessment. Development will not be permitted where it would significantly harm the identified assets important to the character of the landscape.

8.1.3 Recommended Additional and Alternative Protection Mechanisms to Safeguard Landscape Character

In addition to policy protection that seeks to provide a framework for managing changes to landscape character over the whole region, FCRC can also contribute to enhancing landscape character through 'one off' and targeted initiatives that focus on particular elements of the landscape. These include but are not limited to the following:

- Trees and Woodland: Working with State Forest authorities and private landowners to encourage farm forestry targeting native timber species and to control the nature of felling and restocking of woodland resources. Identifying important streetscape trees and protecting them and planning for succession in redevelopment proposals;
- Agriculture and Conservation: Opportunities to assist landholders to manage their land sustainably through promotion of environmental management systems (EMS), Promotion of agricultural accreditation systems e.g. ALMS (Australian Landcare Management System), Incentive programs e.g. Conservation Partnership Grants or Rates Rebate Schemes, Provision of technical advice and extension services, devolved grants, voluntary conservation agreements programs (binding and non binding), property acquisition program where suitable land becomes available, land swaps.
- Working with infrastructure providers to ensure the sensitive design and location of infrastructure proposals to respect local landscape character and reduce visual intrusion (notable issues include road improvements, masts/poles/pylons, gravel extraction, quarrying and mining)
- Supporting local agri-business and ecotourism activities (farm stays, Bed and Breakfast enterprises, camping, establishment of trails – walking, cycling, canoeing, horse riding, and construction of appropriate trail infrastructure) that will provide an economic imperative for the ongoing protection of the landscape resource.

8.2 Conservation and Enhancement of Strategic Views

8.2.1 Recommended Strategic Views of the Fraser Coast Region

The identified Strategic Views represent views which are considered to benefit from identification and particular protection within the planning scheme. Unsympathetic development in these views could affect the perceived visual quality of the whole of the Fraser Coast Region as well as having indirect consequences for economic interests relying on a high quality environment e.g. tourism. The strategic views identified are listed by view type categories as follows:

1: Coastal Landscape Views

View 1: View of Great Sandy Strait and Fraser Island from coastal fishing villages (e.g. Tinnanbar, Poona, Boonooroo, Maaroom, River Heads, Toogoom, Burrum Heads)

View 2: Panoramic view of Sandy Strait, Fraser island and Hervey Bay foreshore from Urangan Pier

View 3: View of Great Sandy Strait and Fraser Island from Flinders Lookout at Dayman Point, Hervey Bay

2: Rural Landscape Views

View 4: Gateway View from Bruce Highway near Glenwood

View 5: Views of Mount Bauple from Bruce Highway

View 6: Rural production vistas from Bruce Highway near Glenorchy

3: Forested Hinterland Views

View 7: View of Lenthalls Dam from picnic facilities, Wongi State Forest

View 8: View of Wongi Waterholes from visitor facilities, Wongi State Forest

View 9: View to Mount Walsh from Maryborough-Biggenden Road

4: Townscape and Built Heritage Views

View 10: Gateway View towards Hervey Bay and Great Sandy Strait from Scrub Hill

View 11: View across the Mary River towards Maryborough City Centre from Granville Bridge

8.2.2 Recommended Policy Protection to Conserve and Enhance Strategic Views

Based on the analysis presented in Section 5.0 of this report it is recommended that the Strategic Views identified above be included within the Planning Scheme with associated performance-based criteria for determining planning applications falling within these gaps for example:

*FCRC shall designate the identified important views as **strategic views** and will seek to protect and manage them through the planning system.*

FCRC shall assess the impacts of all proposed development[#] likely to be visible within strategic views. Development applicants will be required to demonstrate how the proposed development responds to the character and qualities of the identified view and will be expected to provide visual representations of the effect of their proposals for new developments on the designated view(s) that may be affected. FCRC will normally refuse all development which fails to preserve or enhance the identified strategic views, particularly where it is considered that the proposal is overly intrusive, unsightly or prominent to the detriment of the view as a whole or where key landscape features are obscured.

FCRC shall periodically review the strategic views identified and consider other views for protection that meet the requirements set out in the view management framework indicated by

- *Aesthetics: The view has a significant role in portraying the area's visual attractiveness and scenic amenity*
- *Visual Significance: The view contains clear views of natural or built elements that are readily recognisable by local people or visitors and contribute to the Region's context and sense of place:*
- *Scarcity: The view represents a very good example of a landscape or townscape type that can only be experienced in the region in the context of the Fraser Coast Regional Council Area*
- *Accessibility: The viewpoint is publicly accessible and is presently or has potential to become popular*
- *Viewer Sensitivity: Viewers experiencing the viewpoint are interested in the quality of the view? (e.g. tourists)*
- *Viewer Location: The viewpoint represents a location from which key perceptions are formed regarding the attractiveness of the Fraser Coast Region*

8.2.3 Recommended Additional and Alternative View Management Mechanisms

In addition to seeking to avoid adverse visual impacts on the views arising from unsympathetic developments it is recommended that Fraser Coast take a pro-active approach to encouraging positive view management with regard to the identified strategic views and other scenic routes within the region.

In particular it is recommended that view management plans be prepared for:

- The strategic views identified
- Key scenic routes including Tourist Drive No6, Tourist Drive No. 12 and the Bicentennial National Trail
- Key viewing corridors including the Bruce Highway and Maryborough-Hervey Bay Road.

The view management plans should seek to:

- Communicate the benefits of the view, helping to promote an appreciation of the Fraser Coast
- Enhance the view and viewing place in terms of access and the ability to understand the view
- Prevent undue damage to the view either by blocking the view to a key landscape element or by creating an intrusive element
- Protect backgrounds that give a context to important landscape feature.

The council should work with private landowners where appropriate to secure positive view management outcomes.

8.3 Conservation and Enhancement of Urban Breaks

8.3.1 Recommended Urban Breaks of the Fraser Coast Region

The identified Urban Breaks represent areas where it is considered useful to provide additional protection to gaps between urban areas and nearby settlements or within urban areas, in locations that may be potentially vulnerable to coalescence and where it is considered important in landscape terms to maintain a clear separation. Development within these gaps could reduce the sense of visual separation, introduce urban features into an open landscape, be visually prominent, require the removal of trees, woodland or other topographical features that perform an important screening or separating function or it could reduce the feeling of openness or the undeveloped character of the gaps. The key breaks identified in Table 22.

Table 22 Recommended Urban Breaks of the Fraser Coast Region

Wide Bay and Burnett Regional Level Inter-Urban Break
1. Hervey Bay-Maryborough Inter-Urban Break (which by de facto incorporates Maryborough-Aldershot Inter-Urban Break)
Fraser Coast Regional Level Inter-Urban Break
2. Hervey Bay-River Heads Inter-Urban Break 3. Craignish-Toogoom Inter-Urban Break
Inter-Urban Breaks
4. Hervey Bay-Hervey Bay Industrial Estate (Pulgul Creek)

8.3.2 Recommended Policy Protection for Inter and Intra-Urban Breaks

Based on the analysis presented in Section 1.0 of this report it is recommended that the Inter- and Intra-Urban Breaks identified above be included within the Planning Scheme with associated performance-based criteria for determining planning applications falling within these gaps for example:

Within the Fraser Coast Region, urban settlement is contained within the Urban Footprint and distinctive inter-urban breaks enhance the sense of place for regional communities. Within the Urban Breaks listed and defined on the Map, development approval will not be granted for development unless it is appropriate to a rural area and has no demonstrably adverse effect on the existing open and essentially undeveloped character of the land, with reference to the key character attributes described in the Fraser Coast Landscape Character Assessment. Acceptable development may include the re-use of rural buildings, agricultural and forestry-related development, home based businesses, playing fields, other open land uses and minor extensions to existing dwellings. Action will be taken to safeguard the long term viability of maintaining inter-urban breaks through effective management and by supporting appropriate rural industries, including rural production, tourism and recreation opportunities. The visual amenities of the urban break will not be injured by proposals for development within or conspicuous from the break which, although they would not prejudice the purposes of including land in urban breaks, might be visually detrimental by reason of their siting, materials or design.

Since the benefits and purposes of an urban break may only be delivered if planning certainty is established, a commitment to the 'permanence' of the established break is recommended. This ought to make the provision that the boundaries of a designated urban break should only be altered in exceptional circumstances. Detailed boundaries should not be altered or development allowed merely because the land has become derelict since this will encourage private owners to allow the land to fall into dereliction.

8.3.3 Recommended Management for Designated Inter and Intra-Urban Breaks

It is recommended that FCRC seeks to encourage appropriate management within each of the breaks that supports the criteria essential to the definition of the break and encourages other beneficial objectives of break allocation to include:

- Rehabilitation of areas of land within the break that will assist in the aim of checking the unrestricted sprawl of built up areas, for example woodland restoration and enchantment adjacent to the defined urban edge.
- Encouraging built form within the break to follow an urban design that differentiates it from the adjoining urban areas
- Safeguarding important productive agricultural and forestry land uses and encouraging pro-active farm and forestry management that will retain these areas in good condition and productive land use.

- Encouraging landscape protection and restoration (e.g. stewardship and land care initiatives) within the break that will assist in retaining scenic landscapes close to where people live, particularly with regard to the setting of towns and neighbourhoods. This should include specific targeted enhancement schemes to be implemented by FCRC in relation to the major scenic gateways identified (e.g. Scrub Hill at Hervey Bay).
- Promote access and recreation in the countryside close to urban centres through the creation of cycle, walking and horse-riding trails (as appropriate) throughout the urban breaks and new recreation parks (in locations to be determined through the recreation strategy)
- Support initiatives that seek to support biodiversity objectives through retention and enhancement of important habitats, particularly those identified as being of particular significance through the biodiversity strategy (e.g. due to their role in relation to wider greenspace corridors, particularly valuable or 'of concern' habitats and species etc.)
- Encourage schemes that make use of urban breaks for ecosystem services such as flood protection and WSUD.

8.3.4 Recommended Additional and Alternative Protection Mechanisms

In addition to the specific breaks identified it is considered that other mechanisms are important either in tandem or alone to support the aims of urban breaks in defining land use patterns across the Fraser Coast Region. As discussed in Section 1.0 these include:

8.3.4.1 Policy to Protect the Landscape Setting of Settlements

It is recommended that a policy be developed that seeks to protect the character of the setting of important settlements within the Fraser Coast Region. This should put the onus on a developer to show how the visual character of the landscape has been respected in development proposals and should indicate that where visual impact would be detrimental to the character of the landscape setting there would be a presumption against development. Ideally such a policy should be supported by a suite of studies analysing the setting of the major settlements including Hervey Bay, Maryborough, Tiaro and the coastal townships (Burrum Heads, Toogoom, River Heads). These studies would focus on determining the relationship of the settlement to its rural hinterland and could assist in providing a more detailed analysis of landscape sensitivities at the urban edge. In combination with information emerging from the biodiversity and recreation strategy (and other relevant studies) this would help in defining an appropriate urban edge and would also assist in prioritising management activities for conservation and allocating supportive new land uses (e.g. new parkland or forests) within the setting.

8.3.4.2 Policy to Protect the Setting of Major Road Corridors

It is recommended that a policy be developed that seeks to protect the landscape and visual character of land falling within the viewshed of major transportation corridors, particularly the Bruce Highway. This should put the onus on a developer to show how the visual character of the landscape has been respected in development proposals and should indicate that where visual impact would be detrimental to the character of the landscape as experienced from the corridor there would be a presumption against development. Ideally such a policy should be supported by studies that define the landscape setting of major through-routes within Hervey Bay Region, particularly the Bruce Highway. For example:

Areas which contribute to maintaining the landscape setting of the Bruce Highway and Maryborough-Hervey Bay will be protected from inappropriate development# and any other development which would undermine the landscape quality and openness of zone.

(# Inappropriate development will need to be defined in planning terms e.g. size of property etc.)

8.3.4.3 Policy to Protect the Visual Character and Setting of Important Watercourses

The watercourses of the Fraser Coast Region play a significant role in providing a green counterpoint to the built form and in separating adjoining towns and neighbourhoods from each other. For example the urban break study highlights the role that O'Regan Creek plays in the inter-urban break between Toogoom and Dundowran Beach; the role that the Burrum River plays in separating Howard from Burrum and the Role that Pulgul Creek plays as an intra-urban break between the industrial and residential areas to the east of Hervey Bay. Further examples include the Mary River that acts as a break between the suburb of Granville and the centre of Maryborough. It is therefore considered beneficial that a policy be provided that seeks to protect the character and integrity of creek corridors and their landscape setting. It is considered that this would be simpler than allocating a 'raft' of intra urban breaks across the Region, for example within Hervey Bay.

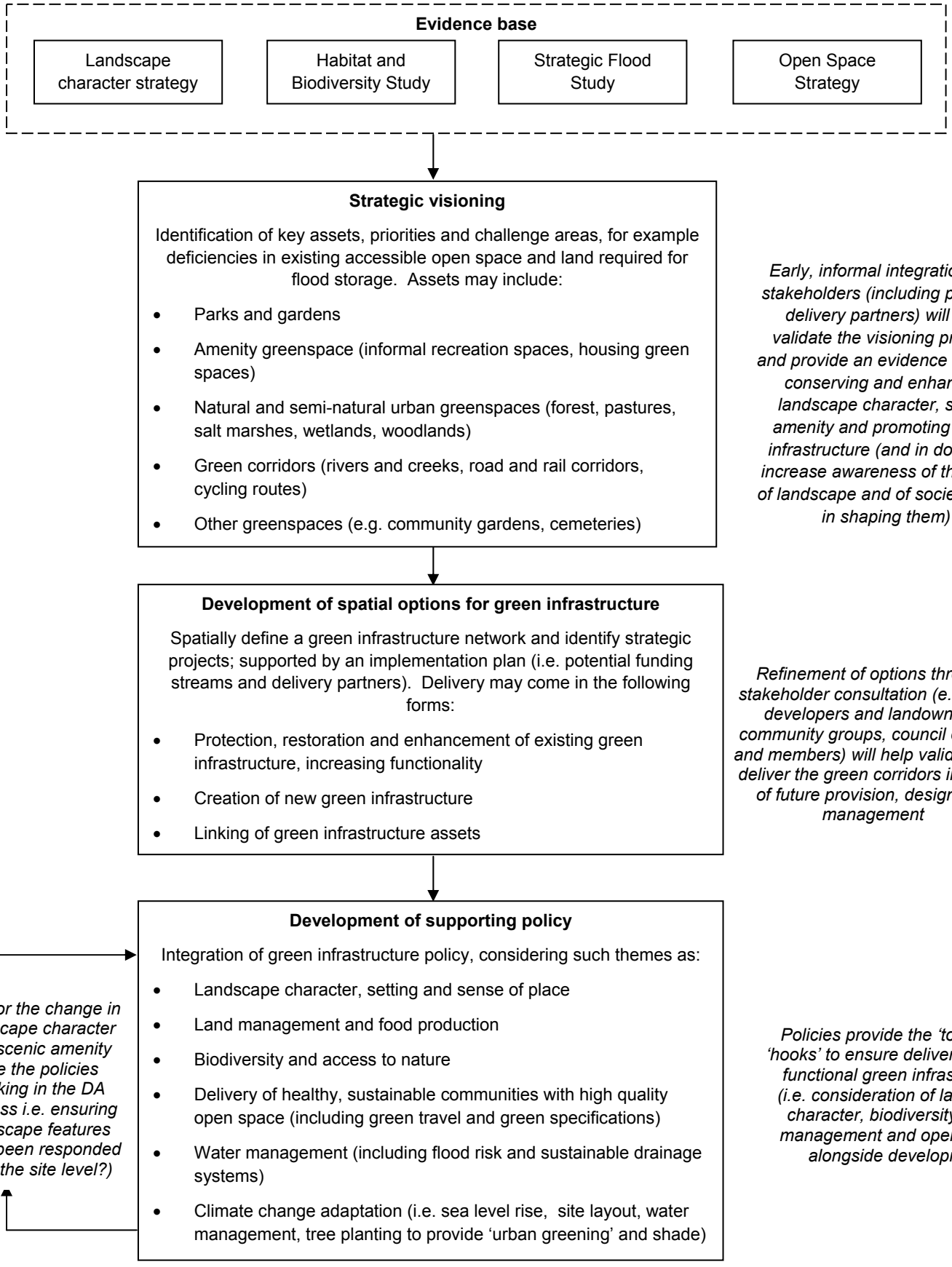
8.3.4.4 Policy to Protect the Hervey Bay Ridgeline

The landscape analysis undertaken for this study (and the associated urban design study) has confirmed the importance of the ridgeline to the south of the existing built-up area of Hervey Bay in terms of multiple functions both directly i.e. through providing a naturally defined limit of settlement; creating an attractive natural setting for the settled area and acting as a backdrop to Hervey Bay in distant views from the coast including from sea; and indirectly, i.e. through defining settlement encouraging more sustainable land use patterns etc. Therefore, it is recommended that the existing policy of the Hervey Bay City Planning Scheme that seeks to ensure "ridgelines are retained undeveloped" (Structure Planning Code PC9: Ridgelines and Steep Lands) be retained in the new scheme with further definition of the ridgeline and its attributes.

9.0 Next Steps

The following diagram demonstrates the process through which the findings of this landscape strategy should inform the formulation of the overall Land Use Strategy for Fraser Coast Region.

Table 23 Next Steps for FCRC: Integrating green infrastructure (i.e. green corridors, inter and intra-urban breaks) and the spatial planning process



9.1 Sustainability Considerations

The following table presents a framework for understanding how the landscape strategy could also inform wider sustainability criteria across the Fraser Coast Region.

Table 24 Sustainability framework – opportunities for incorporating sustainability measures into the landscape strategy

Site analysis / understanding of "place"		
Criteria	**Description**	**Potential for integration**
Contextual understanding of site and surrounding	Understand context of existing social services & resources, public transportation, local food sources, employment, demographics	
Socio-cultural Baseline	Understand site history and potential cultural and historic resources that should be preserved.	Although the landscape strategy is not a cultural heritage study; it intends to recognise cultural and historic ties to the landscape and the role 'sense of place' plays in community identity e.g. features and or landform types that contribute to an area's "image"; or places of historic importance understanding and celebrating what makes one place different/distinctive from another
Ecology, soils, vegetation and habitat		
Criteria	**Description**	**Potential for integration**
Site Design for Habitat Conservation and Wetland Preservation	Protect and conserve significant habitat such as wetlands, wetland buffers and water bodies; including appropriate buffers for riparian zones. Optimize opportunities for carbon sequestration.	In coordination with the habitat strategy.
Wildlife corridors/ Plant communities	Plan for connected habitats and wildlife corridors.	In coordination with the habitat strategy.
Biodiversity Creation	Maximize biodiversity through provision of range of local habitats, habitat edges and connectors.	In coordination with the habitat strategy.
Productive landscape	Limit disturbance of prime farmland soils, unique soils, and soils of state-wide importance. Include mitigation measures for any important farmland that is being converted to non-agricultural use by the project.	
Socio-cultural		
Criteria	**Description**	**Potential for integration**
Open Space and Recreation	Create multifunctional public open space.	In coordination with the open space strategy.
Education & Interpretation	Promote sustainability principles through incorporating education, demonstration, signage, etc. into the design wherever possible.	The landscape strategy component of the project is potentially an educational resource in itself; identifying what makes one place different/distinctive from another, based upon the pattern of natural and cultural characteristics. The strategy will also help to promote appreciation and understanding of the Fraser Coast regional landscape.

10.0 References

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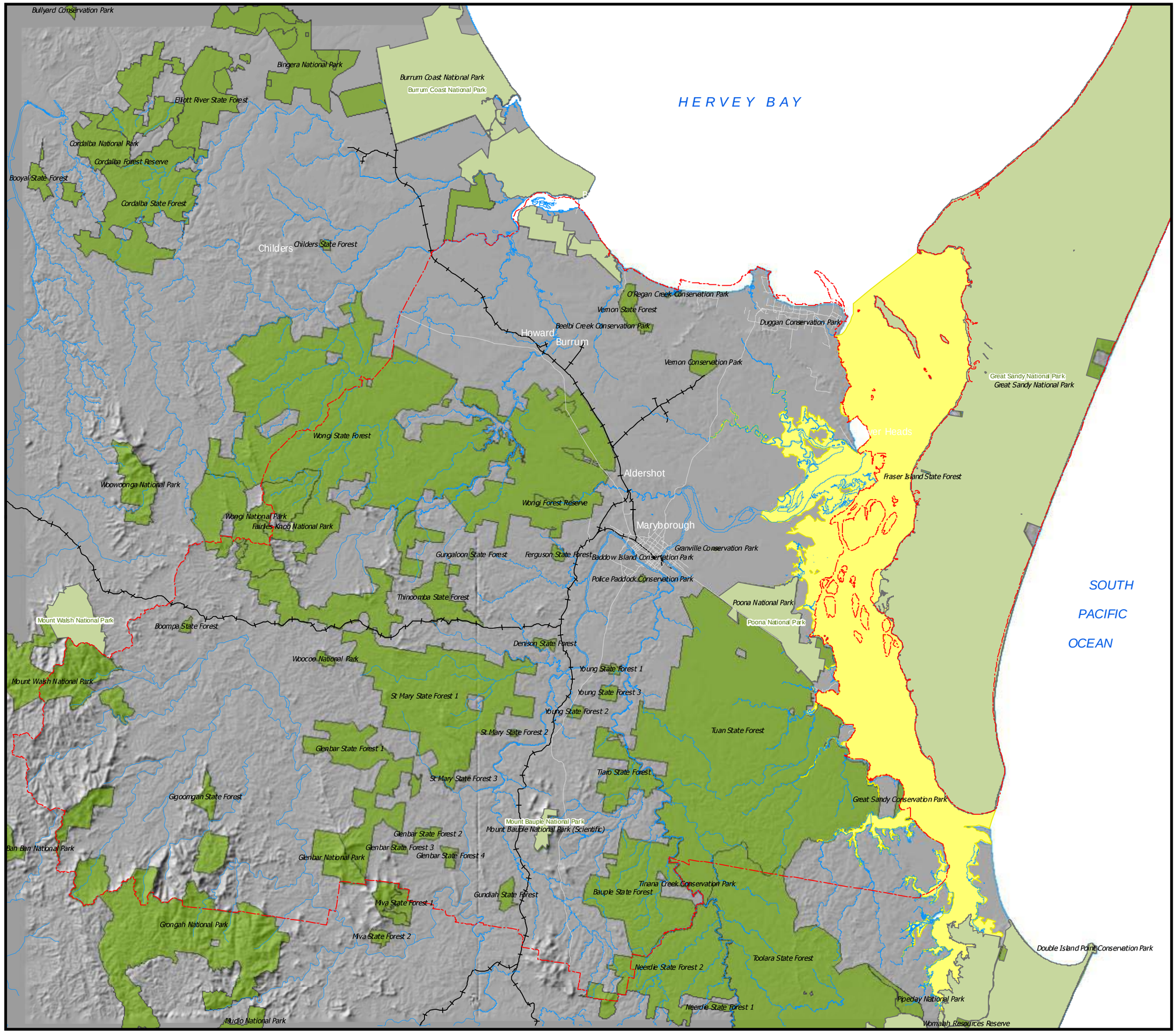

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LEGEND

- Fraser Coast Region Boundary
- National Parks
- Protected Areas
- Great Sandy Strait (RAMSAR)

FIGURE 1
PLANNING POLICY CONTEXT

Fraser Coast Regional Council
Land Use Strategy

Figure
F1

HERVEY BAY

SOUTH PACIFIC OCEAN

Childers
Junction Mountain
Howard
Burrum
Takura Heights
Jacobsons hill
Scrub Hill
Ghost Hill
Boomerang Hill
Leading Hill
Aldershot
Maryborough
Dukke Benong
Bald Hills
Robinson Range
Mount Doongul
Muskat Flat Mountain
Fairiles Knob
Billygoat Mountain
Cabbage Tree Mountain
Mount Bererum
Mount Woocoo
Mount Benarige
Mount Joseph
Mount Bauple
Mount Urah
Pine Mountain
Grassy Mountain
Mount Neerdie
Mount Kanighan
Mount Eaton

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LEGEND

- Fraser Coast Region Boundary
- Mountains/Peaks

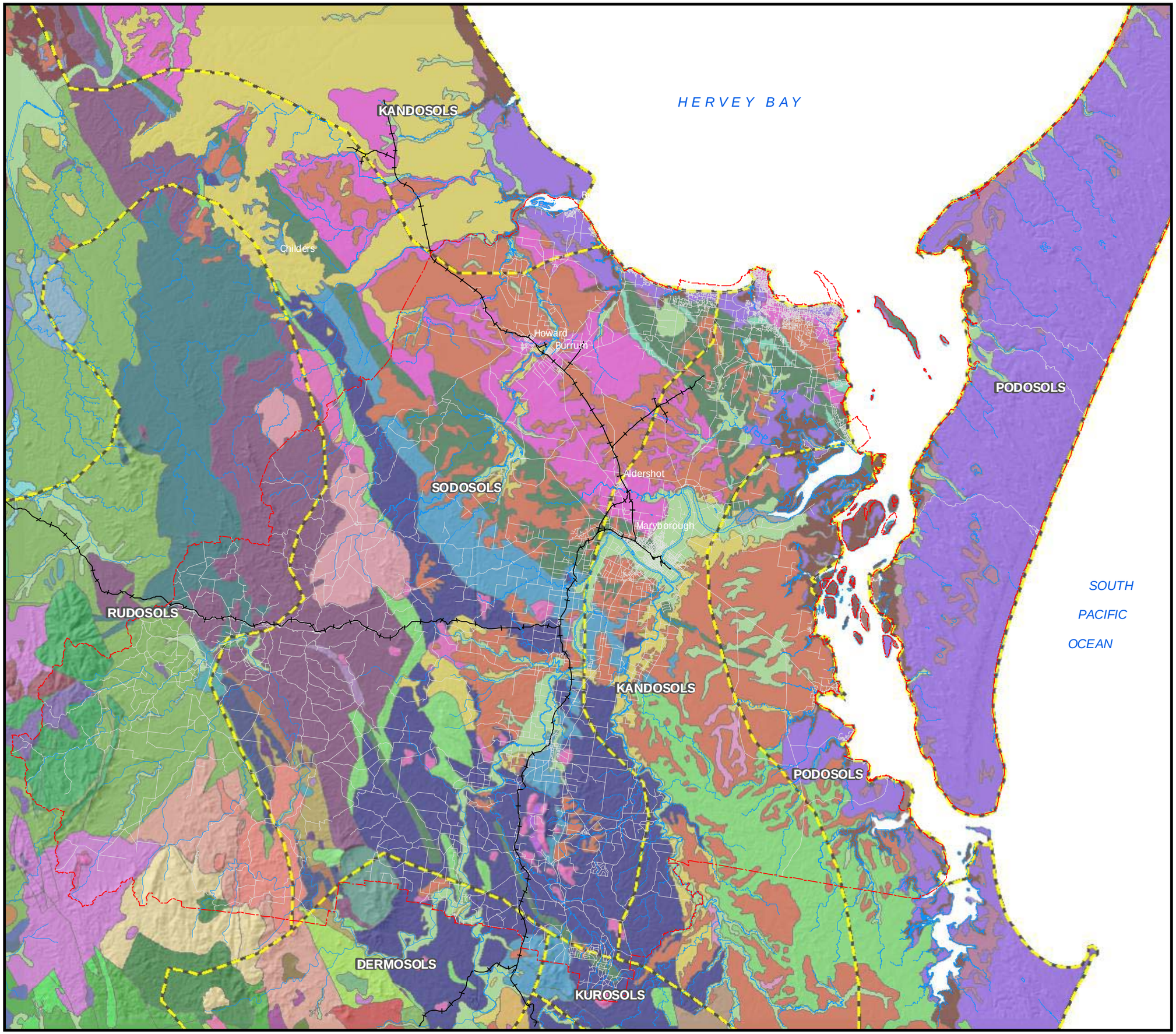
Elevation

- < 10m
- 20m
- 30m
- 40m
- 50m
- 60m
- 70m
- 80m
- 90m
- 100m
- 250m
- 500m
- 700m +

FIGURE 2
TOPOGRAPHY

Fraser Coast Regional Council
Land Use Strategy

Figure
F2



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LEGEND

- Fraser Coast Region Boundary
- Soil - Dominant

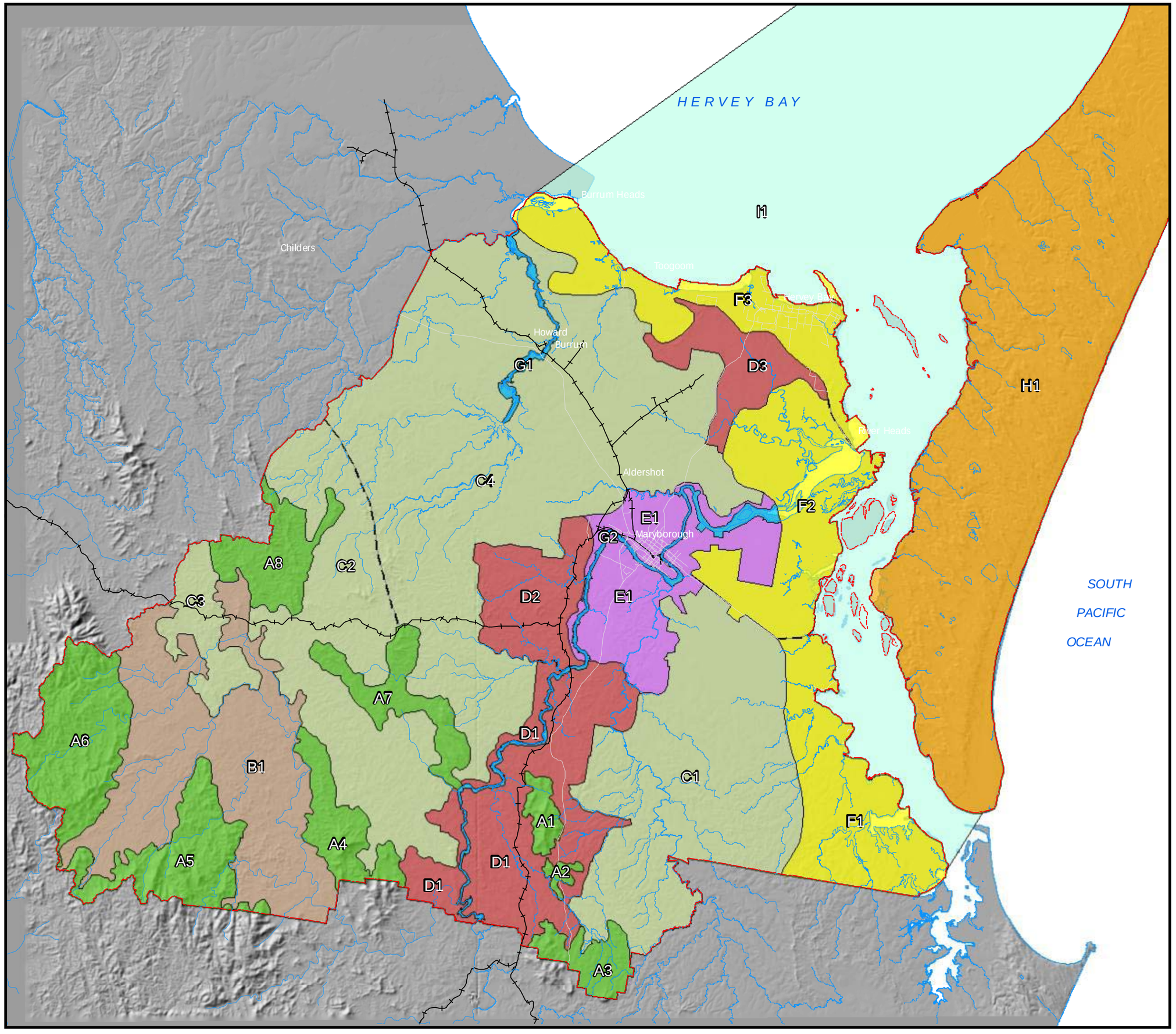
Geology Unit Name

- Amamoor beds
- Aranbanga Volcanic Group
- Barambah Basalt
- Beeswing Rhyolite
- Berrembea Basalt
- Boogooramunya Granite
- Boonara Granodiorite
- Broomfield Granite
- Brooweena Formation
- Burrum Coal Measures
- Calgoa Diorite
- Dadamarine Rhyolite
- Degilbo Granodiorite
- Duckinwilla Group
- Dundowran Basalt
- Elliott Formation
- Gayndah Formation
- Gigoomgan Limestone
- Gin Gin Basalt
- Good Night beds
- Goomboorian Intrusive Complex
- Grahams Creek Formation
- Gympie Group
- Johngboon Rhyolite
- Karandah Granodiorite
- Kin Kin beds
- Kinellan Basalt
- Kolbar Formation
- Mant Basalt
- Maryborough Formation
- Mount Bauple Syenite
- Mount Marcella Volcanics
- Mount Urah Granodiorite
- Mungore Granite
- Musket Flat Granodiorite
- Myrtle Creek Sandstone
- Native Creek Microgranite
- Neara Volcanics
- Ooramera Volcanics
- Rush Creek Granodiorite
- Takura beds
- Tawah Granodiorite
- Teebar Formation
- Tiaro Coal Measures
- Wongella Metamorphics
- Wobolooga Granodiorite
- Yorkeys Diorite
- alluvium 38485
- coastal dunes 38488
- colluvium 38491
- diorite 42029
- estuarine and delta deposits 38489
- felsic to intermediate intrusives 39497
- ferruginous duricrust 38498
- intrusive rhyolite 42031
- lake deposits 38492
- mafic volcanic rocks 38486
- mafic volcanic rocks 38495
- melange 42034
- sedimentary rocks 72357
- sediments 39454

FIGURE 3
GEOLOGY AND SOILS

Fraser Coast Regional Council
Land Use Strategy

Figure
F3



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LEGEND

- Fraser Coast Region Boundary

Landscape Types

- A - FORESTED PEAKS AND HILLS
- B - RURAL TRIBUTARY VALLEYS AND HILLS
- C - UNDULATING FORESTED LOWLANDS
- D - UNDULATING FARMLAND MOSAIC
- E - ALLUVIAL PASTURES AND CANE FIELDS
- F - ESTUARIES AND COASTAL FORESHORES WITH WALLUM
- G - BROAD RIVER VALLEY
- H - COASTAL DUNES AND BEACHES
- I - OCEAN PASSAGE

FIGURE 4
LANDSCAPE CHARACTER TYPES AND AREAS

Fraser Coast Regional Council
Land Use Strategy

Figure
F4

HERVEY BAY

Burrum Heads

Childers

Howard

Burrum

Aldershot

Maryborough

River Heads

SOUTH PACIFIC OCEAN

1
1
2
3
10
1
7
8
11
9
6
1
1
1
1
5
4

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LEGEND

Fraser Coast Region Boundary

Strategic Views

FIGURE 5
LOCATION OF STRATEGIC VIEWS

Fraser Coast Regional Council
Land Use Strategy

Figure

F5

HERVEY BAY

Toogoom

Burrum Heads

Howard

Burrum

Aldershot

Maryborough

Tiaro

1

2

3

4

5

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LEGEND
- Fraser Coast Region Boundary
- National Parks
- State Forests
- Opportunity for detailed settlement setting assessment to inform settlement edge / boundary
- Opportunity for detailed landscape setting assessment of key route through the Region to inform future policy and management

Urban Breaks
1. Hervey Bay-Maryborough Inter-Urban Break
2. Hervey Bay-River Heads Inter-Urban Break
3. Craignish-Toogoom Inter-Urban Break
4. Hervey Bay-Hervey Bay Industrial Estate (Pulgil Creek)
5. Hervey Bay-Dundowran Beach

FIGURE 6
URBAN BREAKS

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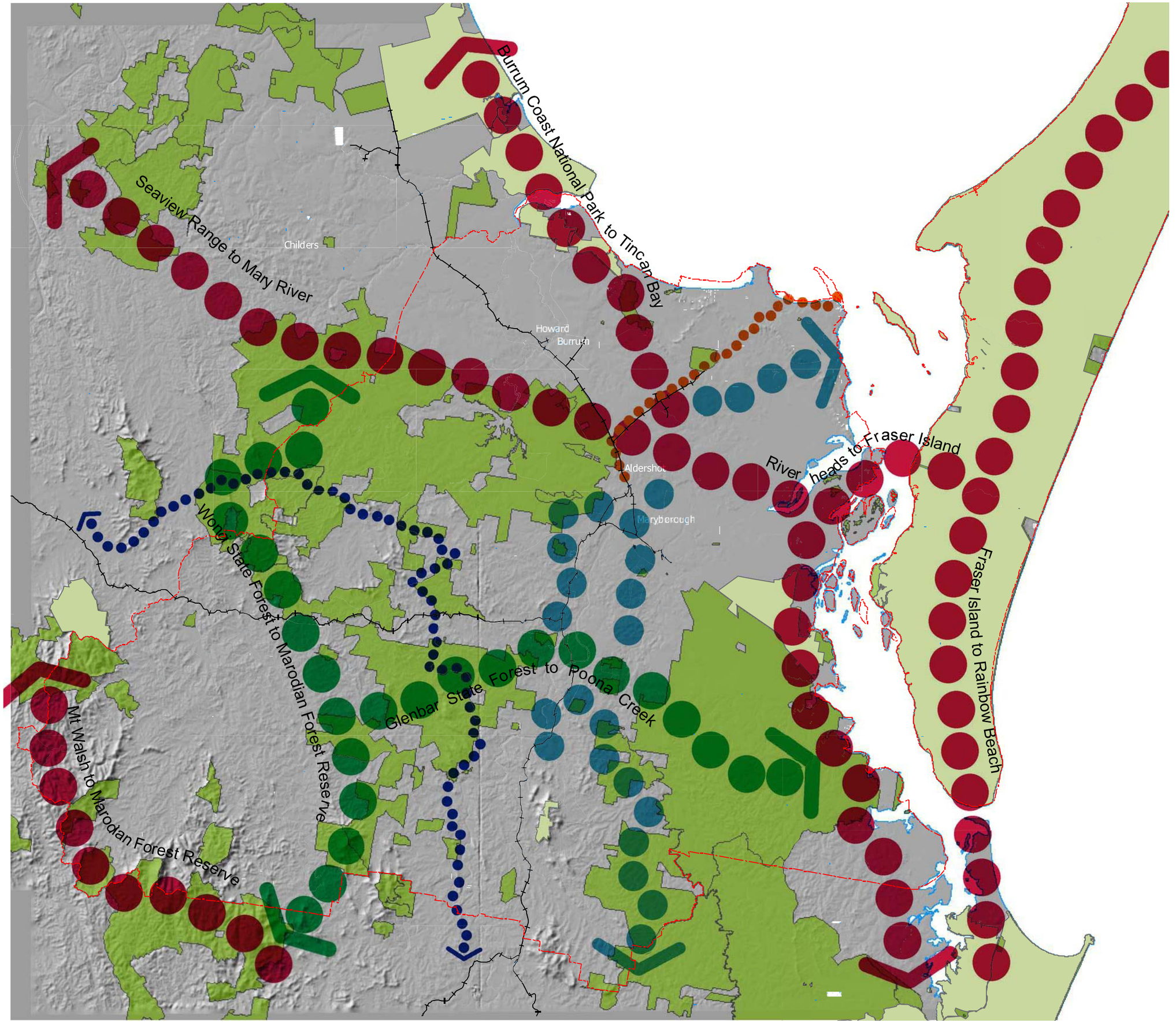
Land Use Strategy

Figure
F6



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LEGEND

- Fraser Coast Region Boundary
- National Parks
- State Forests
- State Corridor
- Regional Corridor
- Koala Corridor
- Old Rail Trail between Maryborough and Hervey Bay
- Bicentennial Trail

FIGURE 7
GREEN CORRIDORS

Fraser Coast Regional Council
Land Use Strategy

Figure
F7