Fraser Coast 2031

SUSTAINABLE GROWTH STRATEGY

September 2011

Fraser Coast Regional Council

Buckley Vann Town Planning Consultants

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Preface

The Sustainable Growth Strategy was commissioned to assist and inform in the development of a new planning scheme for the entire local government area. The strategy considers the interests of the State of Queensland as expressed in the Draft Wide Bay Burnett Regional Plan (WBB Regional Plan) as at October 2010 and reflects Council's submission to that Plan. It also integrates background information, such as the consolidated planning report, and consultation with Councillors, the community, and stakeholder groups, towards creating a vision for the Fraser Coast to 2031. It is important to understand that whilst the Sustainable Growth Strategy is a key input into the drafting of the new planning scheme, 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.

This is to certify that this is a true and correct copy to the Sustainable Growth Strategy, endorsed by the Fraser Coast Regional Council at its Planning and Development Committee Meeting No 7 on 14 September 2011.

Signed

Desmond

Lisa Desmond
Chief Executive Officer

Dated: 14.09.2011

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1. Introduction

1.1 Purpose of the Sustainable Growth Strategy 2031

The purpose of the Sustainable Growth Strategy 2031 ('the strategy') is to:

- Establish a strategic framework for the growth management on the Fraser Coast to 2031; and
- Provide guidance and policy direction for the drafting of the first Fraser Coast Regional Council Planning Scheme.

The strategy reflects the interests of the State of Queensland as expressed in the Draft Wide Bay Burnett Regional Plan (WBB Regional Plan) as at October 2010. The strategy integrates information identified by individual planning studies undertaken by Fraser Coast Regional Council (Council) in 2010, and consultation with Councillors, the community, and stakeholder groups, towards creating a vision for the Fraser Coast to 2031.

1.2 Sustainable Growth Strategy 2031 Structure

As indicated above, the strategy has been structured to respond to both the Desired Regional Outcomes (DROs) contained in the draft WBB Regional Plan.

The strategy has the following components:

- **Background and Context** – a review of relevant factors which impact on the strategy development process;
- **Fraser Coast Strategic Vision** – a statement outlining the vision and the aspirations of the region, based on the findings of the stakeholder and community consultation process;
- **Fraser Coast Sustainable Growth Strategies** – identifying the local planning policy for the following themes:

a. A Region of Places and Spaces;

b. Unique Biodiversity and Landscape;

c. A Vibrant Community and Culture;

d. A Strong, Diverse and Resilient Economy; and

e. Integrated Land Use and Infrastructure; and

- **Mapping** – a range of non-cadastral based GIS layers illustrating the policy directions contained within the strategies.

1.3 Implementation of the Sustainable Growth Strategy 2031

The strategy has been developed to give strategic direction for the drafting of the Fraser Coast planning scheme. The implementation of the strategy will be dependent on:

- whether the final Wide Bay Burnett Regional Plan reflects Council's proposed settlement pattern;
- the ability to incorporate the statutory measures within the Fraser Coast Regional Council Planning Scheme, including the Priority Infrastructure Plan;
- engagement of the Commonwealth and State Governments to facilitate the funding and/or construction of infrastructure; and
- to a lesser extent, the identified non-statutory measures.

2. Background and Context

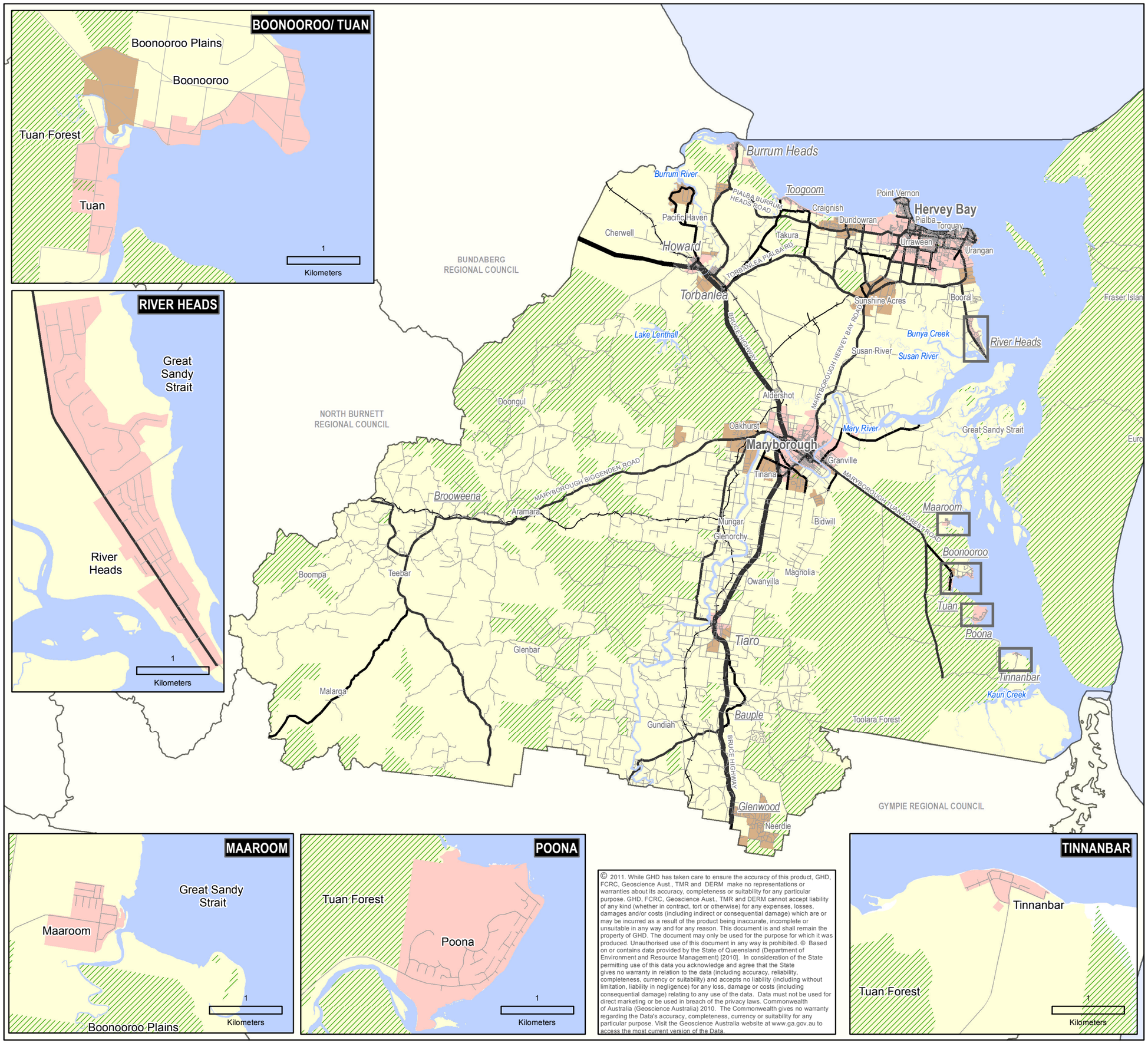
2.1 The Draft Wide Bay Burnett Regional Plan

The draft Wide Bay Burnett Regional Plan (WBB Regional Plan) was released for community consultation in October 2010 and it is anticipated that a final version of the WBB Regional Plan will be adopted by the State Government during 2011.

This strategy demonstrates how the future growth of the Fraser Coast Regional Council Area will be sustainably managed in accordance with the draft WBB Regional Plan policy intentions and framework.

Figure 1– Regional Settlement Pattern – Fraser Coast

Figure 1 identifies the key settlements, natural features, elements of the Queensland Estate and key infrastructure elements in the Fraser Coast Regional Council area, in the context of the Council's preferred settlement pattern (as described in Council's submission to the draft WBB Regional Plan, December 2010).



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LEGEND

Road

- Highway
- Arterial & Sub Arterial
- Collector Street & Local Street
- Railway
- Local Government Boundary
- Watercourse/body
- Protected Area

Fraser Coast Regional Council Proposed Settlement Pattern

- Urban Footprint
- Regional Landscape & Rural Production Area
- Rural Living Area

N

0 2 4 8 12 16 20

Kilometres

1:450,000 (at A3)

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

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Date: 11 July 2011 Rev: D

Fraser Coast Regional Council
Sustainable Growth Strategy 2031

Regional Settlement Pattern - Fraser Coast

Figure 1

2.2 Regional Plan - Desired Regional Outcomes (DROs) and Strategies

The draft WBB Regional Plan has:

- Three (3) regional land use categories;
  - Regional landscape and rural production area;
  - Urban footprint; and
  - Rural living area.
- Eight (8) regional strategies each containing a DRO:
  1. Sustainability and climate change;
  2. Environment and natural resources;
  3. Rural futures;
  4. Strong communities;
  5. Engaging Aboriginal and Torres Strait Islander peoples;
  6. Settlement pattern;
  7. Strong economy; and
  8. Infrastructure and servicing.

2.3 Fraser Coast Projected Population and Dwelling Growth to 2031

Table 1 summarises the predicted population growth and associated growth in dwelling demand in the Fraser Coast, in 5 year intervals to 2031, based on 'medium series' figures prepared by the Planning Information and Forecasting Unit (PIFU)[1] (2010).

Table 1 Fraser Coast Regional Council - Population Growth (Medium Series)

Year	Population Figure Predicted	Population Growth over previous five (5) years	Required Dwelling Growth (assuming 2.3 persons per household)
2011	104,605		
2016	117,241	12,636	5,494
2021	128,601	11,360	4,939
2026	139,960	11,359	4,938
2031	151,300	11,340	4,930
Total (2011-2031)		46,695	20,302

[1] Within the Queensland Office of Economic and Statistical Research (OESR).

It is normally recommended that strategic planning be based on the medium series PIFU projections (2010) but it is worth noting in the Fraser Coast context that:

- as the PIFU low series figures suggest a 2011 to 2031 population growth of 36,470 persons (15,865 additional dwellings assuming 2.3 persons per household) and the PIFU high series suggests a 2011 to 2031 population growth of 61,792 persons (26,866 dwellings based on 2.3 persons per household) – there is a considerable range of over 25,000 persons;
- the population growth and dwelling growth predictions are only estimates; the final Sustainable Growth Strategy therefore has a degree of flexibility to reflect the potential variations of the outcomes that may occur;
- the Housing Needs Assessment undertaken in conjunction with this study suggests a higher overall dwelling demand[2]; and
- it is also important to regularly review and monitor the underlying assumptions.

2.4 Background Reports

The strategy project began in 2009 following the amalgamation in early 2008 of the former Hervey Bay City, Maryborough City, Woocoo Shire and part of the Tiaro Shire (Divisions 1 and 2 only). The new Fraser Coast Regional Council commissioned a review of existing planning information and a scoping study to identify the scope of work required to establish a new planning scheme for the new Fraser Coast Council area.

The 'Fraser Coast Regional Council Land Use Strategy Scoping Study Report', prepared by Humphreys Reynolds Perkins Planning Consultants in December 2008, indicated the need for a 'whole of Council area planning project' with two components:

- a land use strategy; and
- a planning scheme for the whole area.

The scoping study listed existing studies containing information of relevance to either or both components, but also noted the need for new 'individual planning studies' to address a number of 'strategic information gaps'. These were:

1. Habitat and biodiversity;
2. Landscape character;
3. Open space;
4. Community;
5. Built form and urban design;
6. Activity centres employment areas ;
7. Integrated transport plan; and
8. Strategic flood study.

Accordingly, the strategy project has included individual planning studies for these eight (8) topic areas, as well as two (2) additional ones:

1. A housing needs assessment, to address the requirements of *State Planning Policy 1/07 – Housing and Residential Development*; and

[2] Fraser Coast Housing Needs Assessment, Buckley Vann Town Planning Consultants and Briggs and Mortar Pty Ltd (March 2011).

2. A Demographic and Dwelling Capacity Analysis, to understand the characteristics of the project growth more full and to assess the capacity of existing zoned land to accommodate additional dwellings up to 2031.

The studies have been summarised and compiled into a Consolidated Planning Report[3], which also provides a summary of the constraints and opportunities identified for the Fraser Coast, and their implications for the strategy.

2.5 Relationship of the Sustainable Growth Strategy 2031 to other Planning Instruments

This strategy has been prepared to:

- demonstrate how the Fraser Coast area will develop in the context of the draft WBB Regional Plan;
- inform and guide the preparation of the first Fraser Coast Planning Scheme; and
- inform other Council corporate documents and processes.

2.6 Community Consultation and Engagement

Consultation was undertaken on the draft Vision for the Fraser Coast in 2031, with the community, elected Council representatives and State agencies, during 2010.

Council's Consultation Summary report (February 2011) provides an outline of the consultation activities and events and the results of the consultation are reflected in this strategy.

The strategy will be available on Council's website for review and consideration by the community during the period of preparation of the new planning scheme.

[3] Fraser Coast Regional Council Sustainable Growth Strategy 2031 – Consolidated Planning Report (Final, August, 2011).

3. Fraser Coast Strategic Vision

3.1 Introduction

The Sustainable Growth Strategy is based on the outcomes of a visioning process undertaken in 2010 with Councillors and the wider community. The consultation was based on a number of Discussion Sheets outlining a draft vision for the Fraser Coast region.

The overarching strategic vision statement at section 3.3, and the individual statements underpinning it at sections 3.4 to 3.9, represents the community's vision for the Fraser Coast to 2031, following consultation.

3.2 Relationship with State and Regional Vision Statements

The vision is consistent with the Queensland Government's 2020 vision which sets out targets around five (5) ambitions for communities in Queensland:

1. **Strong**: Creating a diverse economy power by bright ideas;
2. **Green**: Protecting our lifestyle and environment;
3. **Smart**: Delivering world-class education and training;
4. **Healthy**: Making Queensland Australia's healthiest people; and
5. **Fair:** Supporting a safe and caring community.

The vision is also consistent with the Desired Regional Outcomes (DROs) for the draft WBB Regional Plan (October 2010)[4].

3.3 An Overarching Vision for the Fraser Coast in 2031

In 2031, the Fraser Coast will be a united, well-planned and resilient region of vibrant and diverse places and spaces, connected by:

- a strong and friendly community spirit - built on shared goals and values, and a relaxed and peaceful lifestyle;
- an underlying respect for the unique natural environment, landscape and biodiversity;
- facilities and services which make the community self-sufficient; and
- a robust and diverse economy which provides prosperity for all residents.

3.4 A Region of Places and Spaces

In 2031, the natural and built landscapes of the Fraser Coast will reflect both the unique identity of the whole Fraser Coast and the diversity of places and spaces within it.

The Fraser Coast settlement pattern will comprise:

- a predominantly natural framework of open and vegetated landscapes, including a significant and prosperous rural sector, unique national parks, waterways, coastal, biodiversity and habitat corridors, recreation areas, beaches and foreshores, including Fraser Island;
- a network of centres, including two regional cities, rural and coastal towns and a range of both coastal and rural townships, which dependent on its size and role will:
  - have a clear role in the region, a defined centre and edges, and a sense of place; and

[4] Referred to simply as 'the WBB Regional Plan' in this document.

- are attractive and safe places for residents to meet, work, access services, facilities, culture and education, and conduct business;
- strong neighbourhoods as the framework for building shared values;
- an attractive sub-tropical built form reflecting the locally distinctive characteristics of both rural and coastal communities;
- high quality heritage buildings, places and precincts, reflecting both the Aboriginal and Torres Strait Islander and the European history of the region;
- public areas which provide for the varying needs of the whole community;
- a range of housing opportunities, including affordable housing and housing to suit all age groups, distributed equitably across the region;
- a sustainable transport network, including public transport, and a land use pattern which supports it; and
- a defined urban footprint in which:
  - a diverse range of housing choices, including affordable housing, are encouraged;
  - new economic opportunities are encouraged and accommodated;
  - traditional industries have certainty about where and how they can consolidate and expand; and
  - major facilities, including health facilities and a regional airport, are provided central to the needs of the region.

3.5 Unique Biodiversity and Landscape

The Fraser Coast community in 2031 will be known and respected around the world as trusted custodians of the Great Sandy Biosphere, the world heritage listed Fraser Island and internationally acclaimed Ramsar wetlands. It will be seen to have valued and protected its natural setting, including its coastal ecosystems, beaches and foreshores, rivers, creeks, green open spaces, habitat and biodiversity areas and wildlife corridors.

By embracing a compact urban form in managing population growth and development, and a commitment to sustainability principles in managing land use, the Fraser Coast will continue to protect its unique biodiversity and the landscape values which underpin scenic amenity values, minimise waste and use of natural resources, and maintain clean air, healthy waterways and water resources.

Risks to human life and property as a result of natural hazards and climate change will be minimised by effective use of up-to-date information, planning and mitigation strategies in potentially affected areas.

3.6 A Vibrant Community and Culture

In 2031, the Fraser Coast will continue to be characterised by the relaxed lifestyle and sense of friendly community that residents have always enjoyed.

It will be a happy, safe and inclusive place in which to live, work and play and will be united by a shared vision for the Fraser Coast.

The Fraser Coast will be a self-sufficient community, with limited dependency on services from other regions. Equitable access to high quality services and facilities, particularly for health and education, will be a feature of the Fraser Coast lifestyle in 2031. Innovative business opportunities will also be encouraged in suitable locations with appropriate infrastructure.

3.7 Integrated Land Use and Infrastructure

In 2031, traffic congestion will be minimised on the Fraser Coast. The centrepiece of movement and access will be a clear road hierarchy facilitating:

- safe and efficient road travel, including public transport, between various parts of the region – for work, education, recreation and to access services;
- coordination of State and local road planning and service delivery; and
- synergies between centres, large and small.

Car dependency in the Fraser Coast community will be minimised, where possible, based on:

- a coordinated system of public transport between centres;
- best practice neighbourhood and town centre design; and
- a strong emphasis on and support for walking and cycling.

A regional airport will support the region's economy by providing a high level of connectedness to the Wide Bay region, South East Queensland and other parts of Australia, and rail and marine transport will provide alternative forms of transport, particularly for freight.

The Fraser Coast community will be well serviced by reliable water, sewerage, energy and telecommunications infrastructure. A strong link between land use and infrastructure planning will ensure that all infrastructure is provided in a timely manner and as efficiently and cost-effectively as possible.

3.8 A Strong, Diverse and Resilient Economy

The Fraser Coast in 2031 will have a strong, diverse and resilient economy providing employment opportunities for residents of all ages across the region, based on the region's advantages of:

- a sub-tropical climate;
- a relaxed lifestyle and unique character;
- housing affordability;
- access to world-heritage environmental and recreational opportunities;
- access to a reliable supply of energy;
- availability of an educated and skilled workforce;
- proximity to other parts of Queensland and air connections to Brisbane, Sydney, Melbourne, and regional centres north of the Fraser Coast; and
- a cohesive and proactive Council.

The Fraser Coast economy will be built on traditional industries including:

- tourism – a principal tourist destination for Australia and overseas visitors, based on iconic features like Fraser Island, beaches, recreational fishing, historic buildings, whales, the Bauple Nut, Mary Poppins;
- rural enterprises – sugar, cattle, timber and horticulture;
- commercial fishing;
- manufacturing, engineering, and light industries;
- construction;
- retirement services; and

- government services.

The Fraser Coast will also be a ‘business friendly’ place, encouraging new and emerging industries like:

- health;
- mining and associated service industries;
- aviation related industries based on the airports at Hervey Bay and Maryborough;
- marine related activities that capitalise on the Mary River, ready access to the Great Sandy Strait and the existing harbours at Maryborough and Hervey Bay;
- hospitality and training for hospitality;
- ecotourism related activities;
- tourism based on Aboriginal and South Sea Islander cultural heritage;
- cultural and sporting events (including motorsports) and major conferences;
- tertiary education and lifelong learning;
- clean and green businesses and sustainable technologies;
- home based and ‘footloose’ businesses and e-businesses;
- film production; and
- new rural industries like aquaculture and food production previously located in South East Queensland.

The economy will make the Fraser Coast an exciting place to live and work and will provide a range of employment opportunities for its people.

As far as possible, employment opportunities will be dispersed throughout the region, using the network of centres to locate businesses according to the level of infrastructure required. Innovative business opportunities will also be encouraged in suitable locations with appropriate infrastructure.

3.9 Excellent Governance

In 2031, the Fraser Coast community will benefit from strong and decisive leadership.

Elected representatives will display and promote the positive attributes and opportunities of the Fraser Coast, and work in partnership with the community to plan for the future and make decisions together.

4. Fraser Coast Sustainable Growth Strategy 2031

4.1 Overall Sustainable Growth Strategy

The overall Sustainable Growth Strategy (SGS) for growth management in the Fraser Coast to 2031 is that:

- the natural resources and environmental values of the Fraser Coast are protected from development and its impacts, by ensuring a compact urban form and that new development avoids land which is constrained by environmental or landscape character values, or by risks from natural hazards;
- new urban development is distributed within the existing network of centres, predominantly in regional cities and towns, in accordance with the Fraser Coast Regional Council Proposed Settlement Pattern;
- new residential development, as both greenfield and infill development, is located primarily in the regional cities of Maryborough and Hervey Bay, but with an emphasis on Maryborough and in areas which are accessible to services, education and employment, and provides for housing choice and affordability;
- existing rural living areas are retained, with new rural living areas limited to those envisaged by the Fraser Coast Regional Council Proposed Settlement Pattern;
- rural living areas, in addition to the regional landscape and rural production areas will provide a framework for urban areas through the identification of inter-urban breaks;
- intra-urban breaks will be based on green corridors and have an important role in separating urban areas into distinct and identifiable neighbourhoods;
- services are distributed within cities and towns according to the hierarchy of activity centres, providing for co-location of services, retail and commercial, and industrial land uses, and social infrastructure and community facilities, in accordance with the population accommodated in the centre;
- major existing and future employment areas, including activity centres and key local employment nodes, are protected from encroachment by incompatible uses;
- transport systems are sustainable and integrated within the region to provide connectivity between the activity centres, employment areas and residential communities; and
- the economy of the Fraser Coast is strong, diverse and resilient protecting traditional industries, including rural enterprises, while supporting opportunities for new industries, innovation and employment.

4.2 Component Strategies

The Sustainable Growth Strategy 2031 is comprised of a number of component strategies combined in accordance with the vision statements, as follows:

1. <u>A Region of Places and Spaces</u>

a. Settlement Pattern and Built Form Strategy; and

b. Residential Strategy;

2. <u>Unique Biodiversity and Landscape</u>

a. Natural Environment Strategy; and

b. Landscape Character and Scenic Amenity Strategy;

3. <u>A Vibrant Community and Culture</u>

a. Community Wellbeing Strategy;
b. Community Facilities and Social Infrastructure Strategy;
c. Open Space Strategy; and
d. Cultural Heritage Strategy;

4. <u>Integrated Land Use and Infrastructure</u>

a. Integrated Transport Strategy; and
b. Essential Utility Infrastructure Strategy;

5. <u>A Strong, Diverse and Resilient Economy</u>

a. Rural Lands Strategy; and
b. Economic Activity Strategy.

The strategies are presented in detail below and each strategy comprises the following sections:

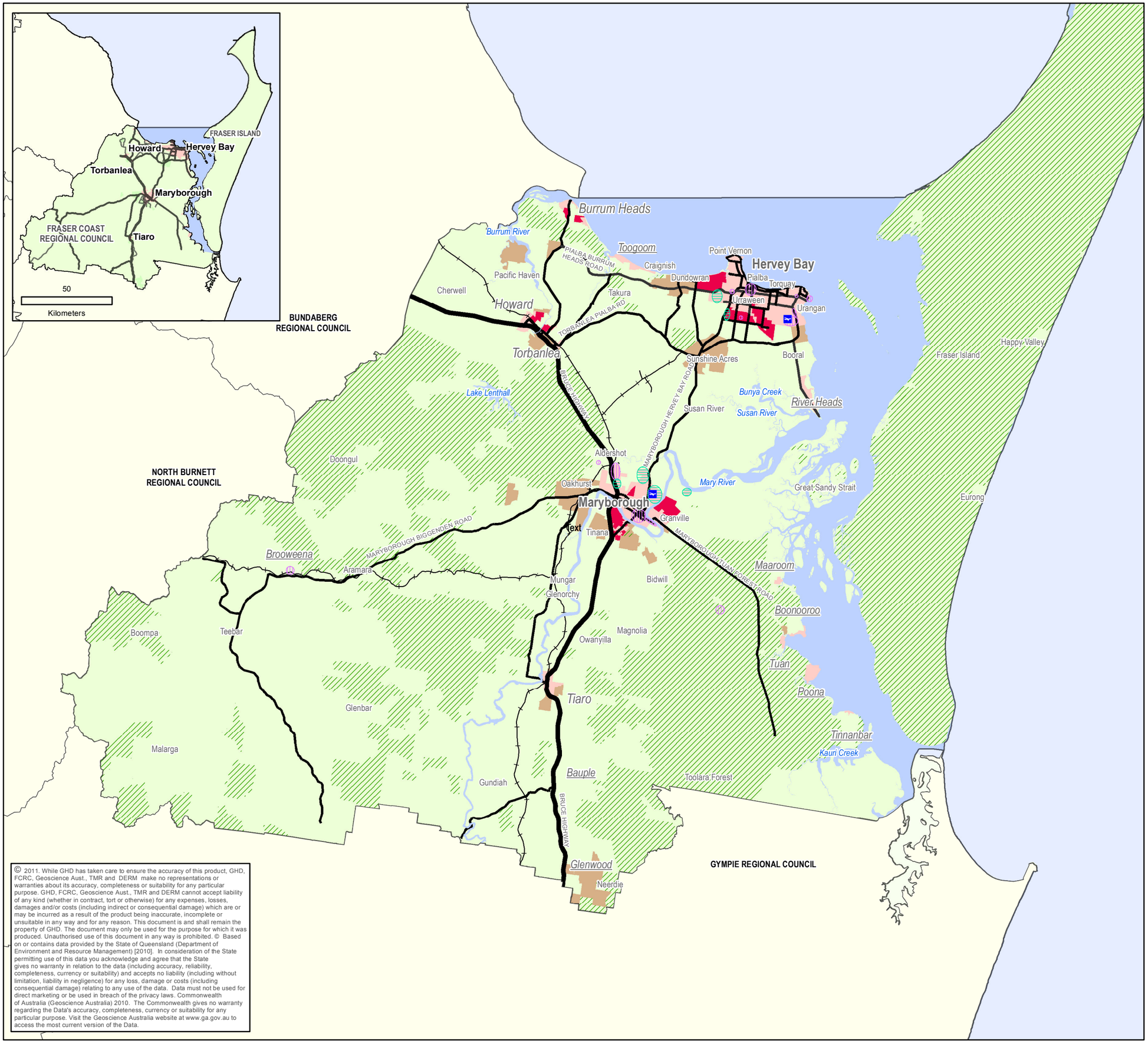
1. a **<u>purpose</u>** statement;
2. a **<u>strategy overview</u>**;
3. a **<u>mapping</u>** description; and
4. **<u>strategic outcomes</u>** which have been structured to include;
   a. key issues/strategies; and
   b. implementation measures which are grouped into :
      - 'Statutory Measures' (for inclusion in the new planning scheme); and
      - 'Possible non-statutory measures' (for Council's potential consideration outside the planning scheme drafting process).

4.2.1.1 Mapping

Figure 2 - Overall Sustainable Growth Strategy – Fraser Coast

Figure 3 - Overall Sustainable Growth Strategy – Maryborough

Figure 4 - Overall Sustainable Growth Strategy – Hervey Bay



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LEGEND

- Major Employment Area
- Future Employment/Industry Investigation Area
- Airport

Network of Centres

Regional City

Town

Township

Road

- Highway
- Arterial & Sub Arterial
- Railway
- Watercourse/body
- Protected Area

Fraser Coast Regional Council Proposed Settlement Pattern

- Urban Footprint
- Regional Landscape & Rural Production Area
- Rural Living Area

Residential

- Future Community Area

N

0 2 4 8 12 16 20

Kilometres

1:450,000 (at A3)

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

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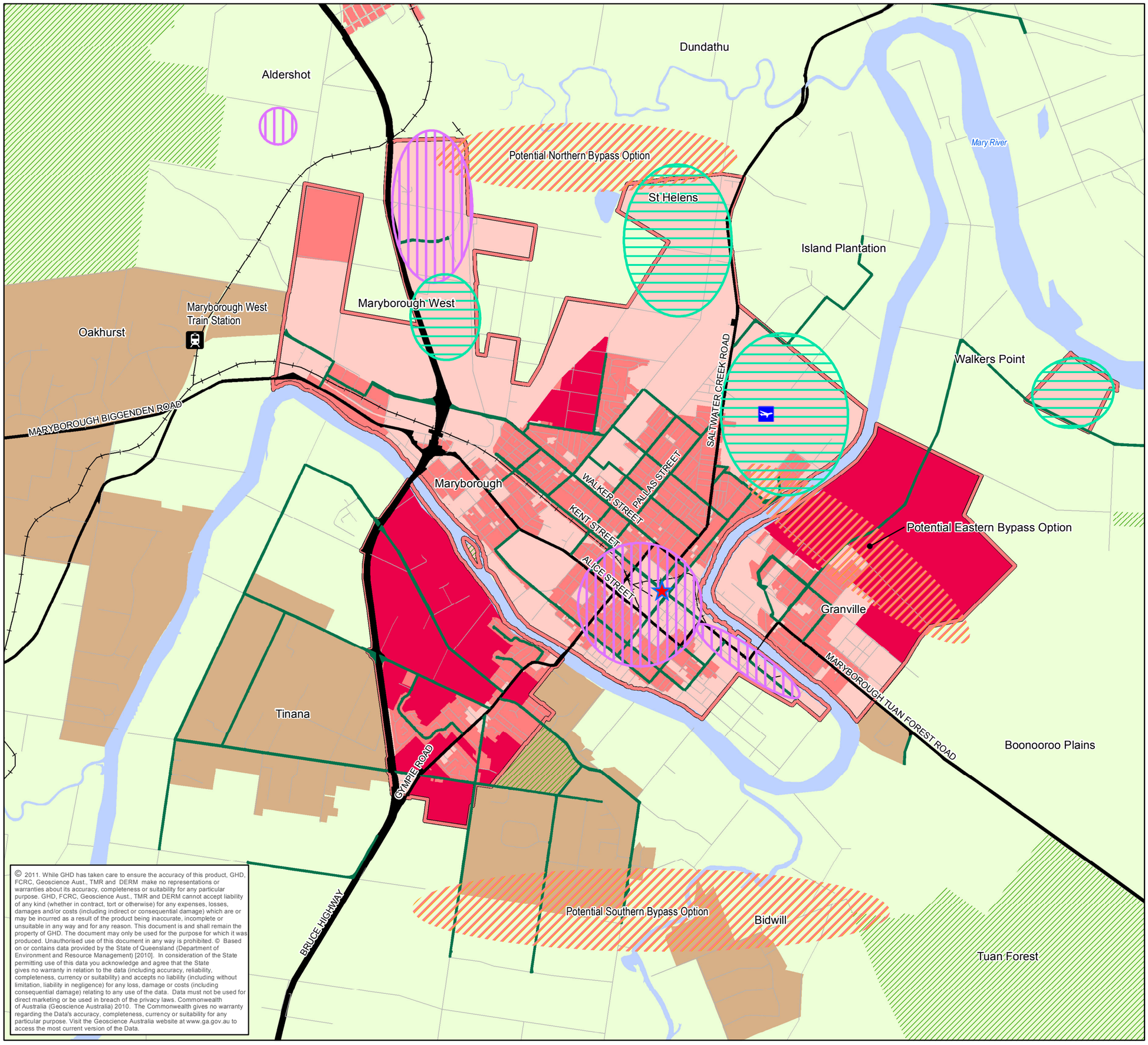
Fraser Coast Regional Council
Sustainable Growth Strategy 2031

Overall Sustainable Growth Strategy - Fraser Coast

Figure 2

Date : 11 July 2011 Rev: D



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Major Employment Area

Future Employment/Industry Investigation Area

Activity Centre^

Principal

Airport

Bypass Option

Road

Highway

Arterial

Collector Street

Local Street

Railway

Watercourse

Protected Area

Fraser Coast Regional Council Proposed Settlement Pattern

Urban Footprint

Regional Landscape & Rural Production Area

Rural Living Area

Residential

Housing Area

Future Community Area

^ Refer to Section 4.7.2.4, Strategic Outcome - Hierarchy of Activity Centres for full hierarchy.

N

0 0.2 0.4 0.8 1.2 1.6 2

Kilometres

1:50,000 (at A3)

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

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Date: 18 July 2011 Rev: D

Fraser Coast Regional Council

Sustainable Growth Strategy 2031

Overall Sustainable Growth Strategy - Maryborough

Figure 3

Point Vernon
Eli Waters
Dundowran Beach
Craignish
PIALBA BURRUM HEADS ROAD
Pialba
Scarness
CHARLTON ESPLANADE
BOAT HARBOUR DRIVE
Torquay
Urraween
URRAWEEN ROAD
DENMANS CAMP ROAD
BOUNDARY ROAD
ELIZABETH STREET
Urangan
MAIN STREET
Kawungan
Nikenbah
Walligan
TORBANLEA PIALBA ROAD
MARYBOROUGH HERVEY BAY ROAD
BOORAL ROAD
Booral
RIVER HEADS ROAD
Burgowan
Sunshine Acres
River Heads

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LEGEND

- Airport
- Major Employment Area
- Future Employment/Industry Investigation Area

Activity Centre^

- Principal
- District
- Specialist

Road

- Arterial & Sub Arterial
- Collector Street
- Local Street
- Railway
- Watercourse/body
- Protected Area

Fraser Coast Regional Council Proposed Settlement Pattern

- Urban Footprint
- Regional Landscape & Rural Production Area
- Rural Living Area

Residential

- Housing Area
- Future Community Area

^ Refer to Section 4.7.2.4, Strategic Outcome - Hierarchy of Activity Centres for full hierarchy.

N

0 0.3 0.6 1.2 1.8 2.4 3
Kilometres

1:60,000 (at A3)

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

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Fraser Coast Regional Council
Sustainable Growth Strategy 2031

Overall Sustainable Growth Strategy - Hervey Bay

Figure 4

The Overall Sustainable Growth Strategy mapping in Figures 2, 3 and 4 depicts the following information:

- Fraser Coast Regional Council's Proposed Settlement Pattern;
- Network of Centres;
- Key Transport Infrastructure;
- Protected Areas of Queensland;
- Future Employment/Industry Investigation Areas;
- Hierarchy of Activity Centres; and
- Future Community Areas.

4.3 A Region of Places and Spaces

4.3.1 Settlement Pattern and Built Form Strategy

4.3.1.1 Purpose

The purpose of the Settlement Pattern and Built Form Strategy is to describe the preferred future pattern, form and structure of all settlement within the Fraser Coast local government area[5], to ensure new development contributes to a sustainable urban form to 2031.

The Fraser Coast will be one community, characterised by two different regional cities (Maryborough and Hervey Bay) and rural and coastal towns and townships, where the natural environment and landscapes surround, separate, support, and are supported by, the cities, towns and townships.

4.3.1.2 Strategy Overview

The Settlement Pattern strategy seeks to deliver outcomes for the Fraser Coast that will:

1. meet the objectives and outcomes established by the WBB Regional Plan, while also recognising the planning vision for the Fraser Coast;
2. build complete and well-designed cities (Maryborough and Hervey Bay) to support the long term sustainability of the Fraser Coast as a whole;
3. lead to distinct and complementary economic roles for each of our communities;
4. protect and enhance the cherished natural environments, landscape character and image of the Fraser Coast;
5. provide a distinctive and memorable sense of place in each of our communities;
6. provide a meaningful commitment to the sustainability of each of our communities and the overall Fraser Coast, as well as the WBB Region as a whole;
7. provide urban communities which have vibrant and exciting centres and the flexibility to accommodate change over time;
8. recognise and celebrate the mutual benefits and synergies between our cities, towns and townships and our rural, acreage and coastal communities, natural environments and landscapes, so that the "whole is greater than the sum of its parts";

[5] Referred to in this document simply as 'the Fraser Coast'.

9. provide a wide range of infrastructure and services;
10. lead to enterprising, inclusive, caring and safe communities;
11. provide transport networks which perform a regional role as well as connecting and servicing each of our communities;
12. minimise the impacts of natural hazards such as coastal processes, flooding, bushfire and land slip; and
13. recognise leadership by the Council and our community in securing this chosen future.

4.3.1.3 Figure 1- Regional Pattern – Fraser Coast

As noted in section 2.1, Figure 1 identifies the key settlements, natural features, elements of the Queensland Estate and key infrastructure elements in the Fraser Coast Regional Council area, in the context of the Council's preferred settlement pattern (as described in Council's submission to the draft WBB Regional Plan, December 2010).

4.3.1.4 Strategic Outcomes

Strategic Outcome – Rural and non-urban areas are retained and protected	
Key Issues	**Implementation Measures**
1. Rural and non urban areas are by far the dominant land use type in the Fraser Coast and comprise rural production, natural habitat and landscape areas. 2. Rural communities, townships and towns are protected and enhanced to facilitate their role in supporting the rural and rural related activities. 3. No further fragmentation of rural lands occurs except where subdivision contributes to a more sustainable land use pattern, and encouragement is given to amalgamation of land holdings. 4. The habitat, biodiversity (including corridors), landscape & cultural heritage attributes of rural lands are protected, enhanced and where possible restored. 5. Except where already developed or encroached upon by incompatible development, natural resources including good quality agricultural land (GQAL) and extractive resources and their buffer areas are protected for future use. 6. Encouragement is given to 'value adding' rural businesses and tourism and to sustainable land management practices.	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Rural areas are retained mainly for rural production, natural habitat and landscape uses; b. No further rural land holding fragmentation occurs unless achieving a sustainable land parcel size. Encouragement is given to amalgamation of lots and boundary realignments to support rural enterprise; c. GQAL and extractive resources are retained for future use including protective buffers; d. Natural habitat and landscape character areas are protected and degraded areas rehabilitated; e. Rural towns, townships and communities are supported and developed; and f. Appropriate value adding to rural industries is supported. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Addressing rural development and "rural futures" as part of its economic development role; 2. Addressing habitat and biodiversity protection as part of its environment protection role; and 3. The provision of and access to community services for rural communities and residents as part of its community development role.

Strategic Outcome – A network of centres provides the framework for the settlement pattern	
Key Issues	Implementation Measures
1. New urban development will be predominantly accommodated within the existing network of centres, which comprises complete and discrete cities, towns and townships within the following hierarchy: a. Regional Cities: provide regional level State government facilities for health, education, justice and community and employment activities. The Fraser Coast includes the two regional cities of Maryborough and Hervey Bay (including its suburbs from Craignish to Booral); b. Rural and Coastal Towns: provide district level services to surrounding townships and communities. They also include a mix of land uses with capacity to accommodate additional economic growth and opportunities of an appropriate scale as they arise. Rural and Coastal Townships in the Fraser Coast include Tiaro, Howard, Torbanlea and Burrum Heads; c. Rural and Coastal Townships: provide commercial or community facilities at a local scale (such as postal services) that service remote or rural communities. Rural and Coastal Townships within the Fraser Coast Regional Council area include River Heads, Toogoom, Maaroom, Boonooroo, Tuan, Poona, Tinnanbar, Brooweena, Glenwood and Bauple. In addition to the above hierarchy, the Fraser Coast Regional Council area includes a number of discrete rural communities which exhibit their own, quiet, peaceful and distinctive characters.	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Confirmation of the settlement pattern including the network of centres within the context of the draft WBB Regional Plan requirements, in the strategic framework as well as in zones and codes which give direction to centre activities; and b. Provide for planned sustainable growth of the Fraser Coast in accordance with the overarching principles outlined in key issue 2. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. It is noted that *Hervey Bay City* is referred to as a specific place while this is not a formally identified place name and this leads to identity issues. As a process of defining each community's identity and to remove the lack of clarity as to legitimate existence of *Hervey Bay City*; Council will continue to consider reviewing place names and boundaries of the various cities, towns, townships and communities in consultation with each community and State government, with a view the establishing a complete and updated list of place names; and 2. Council in its day to day operations, corporate plan and other documents will generally conduct its business using the overarching principles outlined in key issue 2.

2. Each of these centres, as appropriate to its scale and to the extent further growth is provided for, will: a. Represent compact urban form that is separated from other centres by interurban breaks, including rural landscapes, rural production areas and nature conservation areas; b. Be planned and designed using significant landscape and natural environment features and elements as a physical framework; c. Have a clear edge that defines urban development from rural residential, rural and green space areas; d. Have a distinct and memorable place with a clear sense of identity; e. Have public parks and community facilities; f. Have an economic base to support local employment and services; g. Have centre layouts and high quality building design that focuses on and gives priority to people, public main streets, squares, parks, community facilities and public transport, rather than cars; h. Have new residential neighbourhoods that are characterised by high levels of amenity, valued local character and a strong sense of community; i. Have a wide range of housing types, including smaller lots and higher density forms of housing as infill in existing areas, to provide choice and the ensuring housing needs of residents are met as they move through their lifecycle; j. Promote diversity rather than segregation by catering for all groups within the community; k. Have a wide range of building and	

development types, including subdivision patterns, to provide choice and flexibility for buildings and land use to be adapted and changed over time; l. Provide for the efficient use of land and resources by allowing for an integrated range of land use densities; m. Provide higher housing densities and employment and community infrastructure in locations which support public transport; n. Be based on traditional neighbourhood design principles featuring flexible and legible street patterns (such as a modified grid) and a clear hierarchy which promotes accessibility for all modes of transport, rather than just the private vehicle; o. Be designed to maximise opportunities for walking and cycling, particularly for local trips and public transport usage, as an alternative to the private car; p. Provide for the efficient and integrated provision of infrastructure and services which leads development, rather than follows it; q. Be based on best practice water - sensitive urban design and water cycle management so that water usage reflects the ability of the environment to supply it, including protection of water supply storage catchments and receiving waters; and r. Be designed to be energy efficient, especially the through the design of buildings and increased use of renewable and sustainable energy supplies and sources.	

Strategic Outcome – The impacts of natural hazards are minimised	
Key Issues	**Implementation Measures**
1. Development: a. Minimises the potential adverse impacts on human life and property of natural environmental hazards (flood, bushfire, landslip, coastal processes) and climate change; b. Avoids or minimises interference with natural processes in coastal areas; and c. Incorporates sustainable catchment and land management practices and safeguards.	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. As required by *State Planning Policy 1/03: Mitigating the Adverse Impacts of Flood, Bushfire and Landslide and the State Planning Policy for Coastal Protection*, identifying areas for growth which avoid land constrained and potentially constrained by natural hazards and climate change; and b. In areas where development is permitted, further minimising the potential adverse impacts to human life and property of natural hazards by ensuring development: – avoids and maintains buffers to areas prone to flooding or inundation (stream or coastal); – does not restrict the ability of coastal areas to naturally fluctuate without management; – incorporates bushfire buffers and other bushfire management practices to ensure that new development is not impacted by the risk of bushfire; – avoids or manages potential landslip areas; and – ensures sensitive environments are protected from adverse air quality and noise impacts, and that development has an appropriate buffer to existing noise generating uses or activities. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Council in its day to day operations, corporate plan and other documents will generally conduct its business to avoid the potentially adverse impacts of natural hazards and climate change; an 2. Council will incorporate sustainable land management practices and plan to respond to natural hazard and climate change events, in a considered manner.

Strategic Outcome – The settlement pattern provides for a compact and sustainable urban form	
Key Issues	**Implementation Measures**
1. Infill development is encouraged in order to promote compact communities supporting the efficient use of and maximising the use of existing infrastructure and services. This will occur in a manner compatible with the amenity and character of each community. 2. As identified on mapping included in the Residential Strategy (section 4.2.2), future community areas are anticipated in locations where existing approvals and / or structure planning has been undertaken, particularly at: a. Doolong (structure plan completed); b. Eli Waters (structure plan under preparation); and c. Tinana (partly developed). 3. Further development of additional areas is also anticipated in the longer term, subject to structure planning and the availability of services in areas, such as: a. Granville; b. Nikenbah; and c. St Helens. 4. The part of the St Helens area which is within a 'future employment / industry' investigation area will be subject to investigation as an employment / industry expansion opportunity, while the remaining areas will be developed as predominantly residential with associated supporting commercial and community facilities. 5. To optimise the use of existing infrastructure, infill development within existing regional cities and towns, particularly Hervey Bay and Maryborough, will be promoted	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Ensuring zoning plans identify a defined urban boundary and a well-defined urban form which will respond to the final version of the WBB Regional Plan; b. Ensuring the mapping and text of the adopted *Doolong Flats,Ghost Hill and Kawungan North East (Main Street) Structure Plan* is appropriately reflected; c. Addressing the requirement for future structure plans and infrastructure agreements for the future community areas of Eli Waters, Granville, Nikenbah and St Helens; d. Ensuring infill development is provided for within existing residential areas, at densities which are appropriate to the scale and context of the area; e. Ensuring higher density infill development is promoted in well serviced locations in Hervey Bay and Maryborough, with appropriate design guidelines and outcomes; f. Ensuring appropriate infill development is promoted particularly in Hervey Bay and Maryborough ahead of new development at Granville and Nikenbah, in accordance with *Indicative Development Sequence* for the Future Community Areas in Hervey Bay and Maryborough – identified in Figures 8 and 9 of this strategy; g. Ensuring residential development is strongly discouraged outside the nominated settlement pattern; and h. Ensuring the timely preparation of structure plans for the development of the following future community expansion and future industry areas: – Eli Waters (residential suburb or tourist resort opportunity); – Granville (residential suburb); – Nikenbah (residential suburb with service industry opportunity around the Nikenbah Transfer Station); and – St Helens (employment / industry opportunity).

ahead of development at St Helens, Nikenbah and Granville. 6. Higher residential densities comprising multiple unit (tourist and resident), aged care and student accommodation development are to be predominantly located in Hervey Bay and Maryborough, in close proximity and with superior access to public transport, commercial, social services and facilities. 7. Some infill residential development may occur within the existing rural and coastal towns[6] and townships, where: – it can be accommodated on unconstrained land within the urban footprint; – it does not contribute to social disadvantage; and – where adequate infrastructure and services are available.	**Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Liaising with the State government to advocate for Council's preferred pattern of development in the final WBB Regional Plan; and 2. Monitoring of land supply to ensure the provision of appropriate budgeting to support the timely preparation of structure and infrastructure plans for specified future communities, such as St Helens, Granville, Eli Waters and Nikenbah.

Strategic Outcome – Urban design enhances the unique identity of places and is based on traditional planning and neighbourhood design principles	
Key Issues	**Implementation Measures**
1. Development and housing will be based on traditional planning and neighbourhood design principles to support the establishment of complete and vibrant communities[7]. 2. New development in the future community areas specified above will occur in accordance with: – an approved structure plan for the locality or an approved master plan; and – an approved infrastructure agreement, where required.	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Urban design provisions to encourage new development to reflect traditional planning and neighbourhood design principles and standards; b. Identification of key character areas, and the protection and enhancement of values within them, such that their distinctive design character is retained. Key areas for identification include: – Pialba; – Point Vernon; – Scarness and Torquay;

[6] Council has proposed urban development areas at Burrum Heads, Toogoom and Tiaro and rural living development areas at Craignish and Booral which are outside the mapped draft WBB Regional Plan urban footprint and rural living areas. Council has made a submission to the draft WBB Regional Plan and will monitor progress in respect of the submission and as necessary respond in the proposed draft Planning Scheme.

[7] Examples include walkability, connectivity, human scale, mix of uses and housing styles, compact neighbourhoods with discernible centres, prominent sites for significant buildings, and building which enhance visual character of a place.

3. New development does not detract from the heritage and urban design values contained in key character areas, particularly areas of traditional character and heritage. Building and landscape form in specific areas of Maryborough and other identified locations is identified and retained. 4. The unique identity of each centre is identified and enhanced by the co-ordination of Council's works and consideration of high overall urban design outcomes for communities.	– Urangan and Urangan Harbour; – Maryborough City Centre and the Mary River environs including the 'Bridge to Brolga' precinct; and – Maryborough older housing area with prevailing tin and timber construction; – areas within rural and coastal towns; and – other areas identified through structure and local planning; c. Identification of key gateways, and protection and enhancement of the arrival experience they provide, including: – arrival in Hervey Bay from Maryborough; and – Hervey Bay Airport to Urangan; and d. Specific code criteria and design guidelines, including landscape criteria supporting enhancement of urban form, to ensure protection of the valued character and style of existing communities. (Note: *The final boundaries of the specific areas and extent of application of design guidelines will need to be developed as part of the Planning Scheme preparation*). **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Encouraging and facilitating landscaping within properties and road reserves to create pleasant streetscapes, create shade, to delineate neighbourhoods and improve legibility; and 2. Through its works program, undertaking works and landscaping in a style to complement the traditional character of Maryborough and the evolving contemporary coastal style of Hervey Bay including: a. Upgrading gateways and entry statements to the towns and cities to provide a sense of arrival. Key sites include: ▪ All secondary or main road entry roads to Maryborough from the Bruce Highway, Cooloola Coast and Hervey Bay; ▪ All entries to Hervey Bay from Maryborough and Burrum Heads including Booral Road; and ▪ All main road entries to Fraser Coast from outside the Council area; and b. Upgrading street planting on key road corridors to provide pleasant streetscapes, create shade and delineate neighbourhoods. Key locations include:

	▪ Walker Street, Kent Street and possibly other streets in Maryborough; ▪ Maryborough Hervey Bay Road; ▪ Charlton Esplanade,, Main Street, Denmans Camp Road and Booral Road/Elizabeth Street in Hervey Bay; and ▪ sub-arterial roads identified by the Transport Study (April 2011) and within the urban footprint.
Strategic Outcome – New development is based on sustainable design principles	
Key Issues	Implementation Measures
1. New development and housing will be based on urban design excellence and best practice environmental sustainability principles. In particular, development will: a. Create high quality spaces and places for community interaction; b. Consider best practice energy efficiency to decrease greenhouse gas and other harmful emissions; c. Consider water conservation and re-use measures; d. Contribute to a sub-tropical style and high quality architectural design reflecting the Fraser Coast, to respect and enhance local character; e. Maximise opportunities for walking, cycling and supporting the viability of a quality public transport system; and f. Minimise waste and maximise recycling opportunities in operation and during construction.	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Promotion of best practice subdivision layout and design and building siting; b. Promotion of good building design; and c. Minimising vehicle use and maximising the use of alternative forms of transport. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Incorporating sustainability principles in its day to day operations and encourage other service providers to do the same; and 2. Developing programs which promote the minimisation of waste generation and encouragement for recycling.

Strategic Outcome – Incompatible land uses are managed to mitigate adverse impacts	
Key Issues	**Implementation Measures**
1. The interface between land uses is managed to protect sensitive uses from incompatible land uses and regard is had to protecting the long term viability of existing land uses from uses which are incompatible with them. 2. New land uses which are incompatible or potentially incompatible with existing sensitive uses are located and managed to protect the health, wellbeing, amenity and safety of existing neighbouring uses from the potential impacts of air, noise and odour emissions and hazardous materials. 3. Where possible, relocation of existing uses which are incompatible or potentially incompatible with proposed growth areas to more appropriate locations is encouraged.	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Limiting the scope of incompatible land use relationships; b. Zoning areas to maximise the appropriate location of land uses; c. Including provisions which require buffers between potentially conflicting land uses, to be contained within the site where development is proposed; and d. Ensuring tables of development discourage potentially incompatible land use relationships. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Providing assistance to resolve issues relating to conflicting land uses by negotiating with land owners to facilitate relocation of land uses to more appropriate sites and / or mitigation measures.

Strategic Outcome – Cultural heritage is identified and protected in a range of ways	
Key Issues	**Implementation Measures**
1. Places of significant Aboriginal and Torres Strait Islander cultural heritage and social significance are identified and protected where appropriate. Development is sensitive in its design response and the manner in which it relates to and addresses places of cultural heritage and social significance. 2. Aboriginal and Torres Strait Islander people are meaningfully engaged about their places of cultural heritage and social significance. 3. Places of significant historic cultural	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Identifying and protecting places of Aboriginal and Torres Strait Islander cultural heritage and social significance, including through code criteria and planning scheme policies, bearing in mind that mapping may not be appropriate; b. Identifying and protecting places of historic cultural heritage and social significance, including through mapping of key areas and code criteria and planning scheme policies; and

heritage and social significance are identified and protected and development is sensitive in its design response and the manner in which it relates to and addresses those places. 4. Community groups are meaningfully engaged about their places of cultural heritage and social significance.	c. Providing for flexibility in planning provisions for heritage places and precincts, to provide for alternative means of retention of heritage values in particular circumstances. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Developing an engagement policy with Aboriginal and Torres Strait Islander people and other community groups and individuals about a range of issues including cultural heritage; and 2. The use of incentives to support owners of heritage places in protecting heritage values.
Strategic Outcome –New development contributes to community safety and inclusiveness	
Key Issues	Implementation Measures
1. New residential development provides for community integration and inclusiveness, and does not exclude or segregate any residents from each other or from community areas. 2. Residential development and housing is designed to enhance a sense of safety by incorporating best practice Crime Prevention Through Environmental Design (CPTED) principles. 3. Adaptive housing principles are incorporated into the design of new residential development, to facilitate ageing in place and provide for appropriate housing for people with disabilities.	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Incorporating CPTED and adaptive housing principles in code criteria relating to new residential development; and b. Limiting residential development which results in gated communities and facilitating the integration of new housing with other housing and community areas in its vicinity. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Through its works program, incorporating CPTED principles in its day to day operations and encouraging other service providers to do the same.

4.3.2 Residential Strategy

4.3.2.1 Purpose

The purpose of the Residential Strategy is to facilitate the accommodation of new and existing Fraser Coast residents in housing which is affordable and appropriate to their needs and income levels at all stages of their lives.

The strategy is also intended to allocate population and dwellings to existing cities, towns and townships in the Fraser Coast to 2031, in a way which is responsive to the draft WBB Regional Plan dwelling and infill targets.

The Residential Strategy will be fundamental to building complete communities and will provide an important foundation for economic prosperity and community wellbeing. It is intended that all residents will have access to a range of suitable and affordable housing options to meet their changing life cycle needs. This in turn will enhance the liveability of the Fraser Coast, making it even more attractive as a locality in which to live, work and play.

4.3.2.2 Strategy Overview

The Residential Strategy seeks to deliver housing, residential development and a settlement pattern that accords with the following principles:

a. overall, residential development creates inclusive, integrated and safe communities which:
   - meet the draft WBB Regional Plan dwelling and infill targets in a manner that supports and is consistent with the planning vision for the Fraser Coast and the proposed settlement pattern strategy;
   - are located in areas where adequate infrastructure exists or can be provided efficiently and in a timely manner; and
   - are delivered in a sequence to maximise the efficiency of all forms of infrastructure provision and to protect the long term sustainability of the Fraser Coast;

b. at all times, there is:
   i. a balance between supply of and demand for housing across the Fraser Coast; and
   ii. a choice of housing options reflecting the region's demographic and socio-economic characteristics and satisfying the community's needs, including:
      - a mix of private and social housing;
      - a range of price points (including affordable housing for both purchase and rental);
      - a variety of tenure options, including public and private rental;
      - a range of locations which are accessible to employment, facilities and services, communication and transport networks and at densities that will support the establishment of a quality public transport system; and
      - providing for different stages of the life cycle and different economic circumstances;

c. affordable housing is:
   - integrated within the fabric of the community and 'clusters' of public housing or segregated areas are avoided; and
   - well-designed, providing high quality design outcomes for modest housing;

d. residential environments:
   - are of a high standard and are characterised by a strong sense of community and a distinct identity;
   - have a mix of contemporary, innovative and traditional architectural styles so that each city, town, township and community maintains and enhances its distinct character;
   - promote healthy living and is sustainable and responsive to best practice water conservation, energy efficiency and climate considerations; and

- as far as possible, protect and integrate the natural environment and landscape into communities;

e rural and coastal communities of the Fraser Coast play an important role in the Fraser Coast in terms of :

- providing lifestyle choice, housing affordability and community diversity;
- landscape character values and contribution to natural environment, biodiversity and wildlife habitat values;
- rich cultural heritage values;
- potential recreation and tourist opportunities; and
- their economic contribution to the broader region.

4.3.2.3 Mapping

Figure 5 - Residential Strategy – Maryborough

Figure 6 - Residential Strategy - Hervey Bay

Figure 7 - Residential Strategy - Howard / Torbanlea / Burrum Heads / Toogoom / Tiaro.

Figure 8 – Indicative Development Sequence – Hervey Bay

Figure 9 – Indicative Development Sequence – Maryborough

Aldershot

St Helens

Maryborough West

Oakhurst

Boys Ave

Maryborough

Maryborough Airport

MARYBOROUGH BIGGENDEN ROAD

SALTWATER CREEK ROAD

PALLAS STREET

WALKER STREET

KENT STREET

ALICE STREET

Mary River

Beaver Rock

Granville

Tinana

Granville

MARYBOROUGH TUAN FOREST ROAD

Tinana

GYMPIE ROAD

BRUCE HIGHWAY

Bidwill

Tuan Forest

Teddington

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LEGEND

Road

- Highway
- Arterial & Collector Street
- Railway
- Watercourse

Fraser Coast Regional Council Proposed Settlement Pattern

- Urban Footprint
- Regional Landscape and Rural Production Area
- Rural Living Area

Residential Maryborough*

- Predominantly Housing Area
- Future Community Area
- Higher Density Infill Investigation Area

* Residential Strategy - Maryborough reflects the proposed Residential Strategy including the following elements:
a) The draft Wide Bay Burnett Regional Plan regional land use categories and Council's preferred settlement pattern;
b) Housing areas, including areas where infill development may occur;
c) Higher density housing investigation areas;
d) 'Future community' areas where planned housing (including higher density housing) and communities will develop in a greenfield setting; and
e) Key transport and other infrastructure elements.

N

0 0.2 0.4 0.8 1.2 1.6 2
Kilometres

1:50,000 (at A3)

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

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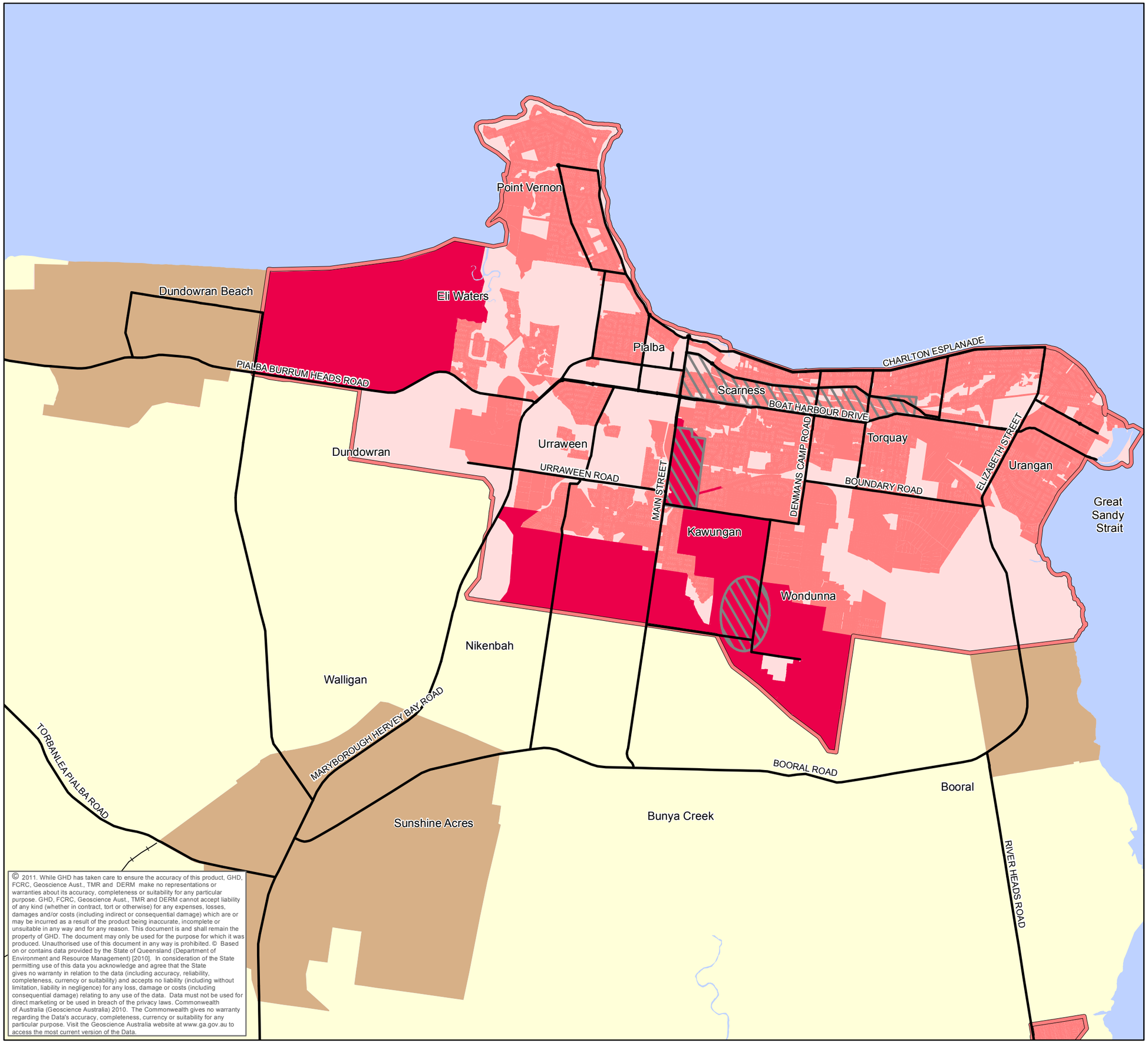
Date: 12 July 2011 Rev: D (v2)

Fraser Coast Regional Council
Sustainable Growth Strategy 2031

Residential Strategy - Maryborough

Figure 5



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LEGEND

Road

- Arterial & Sub Arterial
- Watercourse/body

Fraser Coast Regional Council Proposed Settlement Pattern

- Urban Footprint
- Regional Landscape and Rural Production Area
- Rural Living Area

Residential Hervey Bay*

- Predominantly Housing Area
- Future Community Area
- Higher Density Infill Investigation Area

* Residential Strategy - Hervey Bay reflects the proposed Residential Strategy including the following elements:
a) The draft Wide Bay Burnett Regional Plan regional land use categories and Council's preferred settlement pattern;
b) Housing areas, including areas where infill development may occur;
c) Higher density housing investigation areas;
d) 'Future community' areas where planned housing (including higher density housing) and communities will develop in a greenfield setting; and
e) Key transport and other infrastructure elements.

N

0 0.3 0.6 1.2 1.8 2.4 3

Kilometres

1:60,000 (at A3)

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

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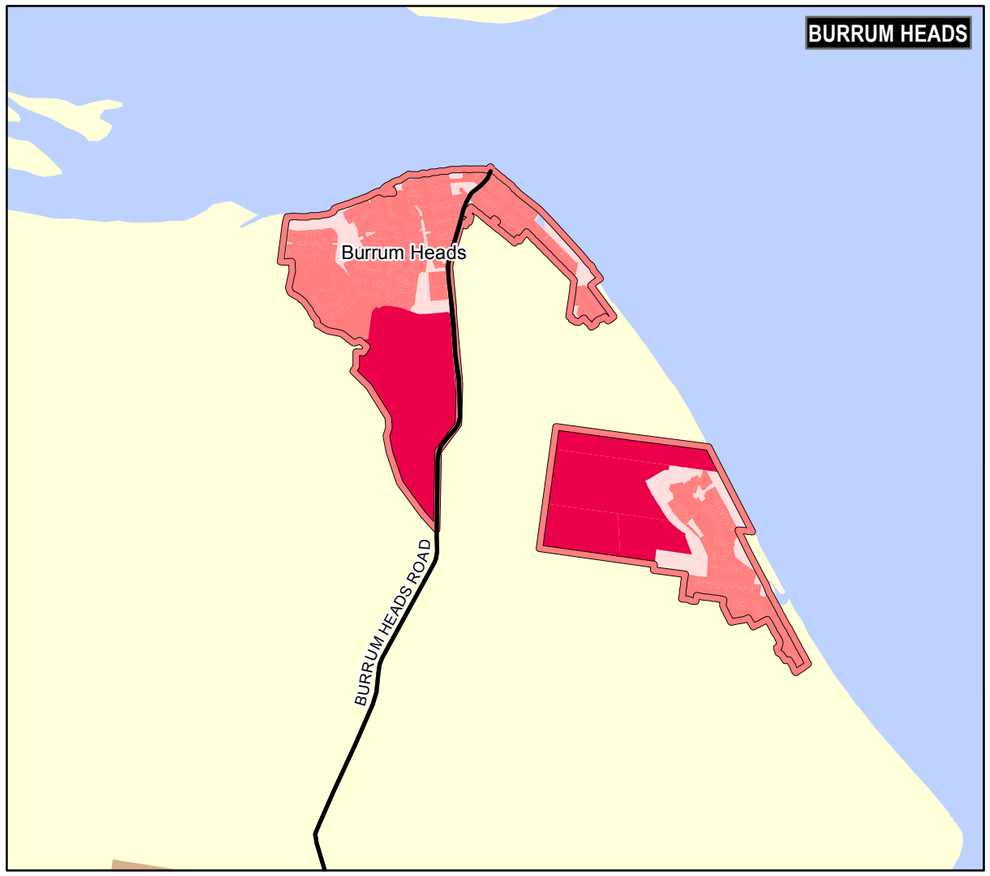
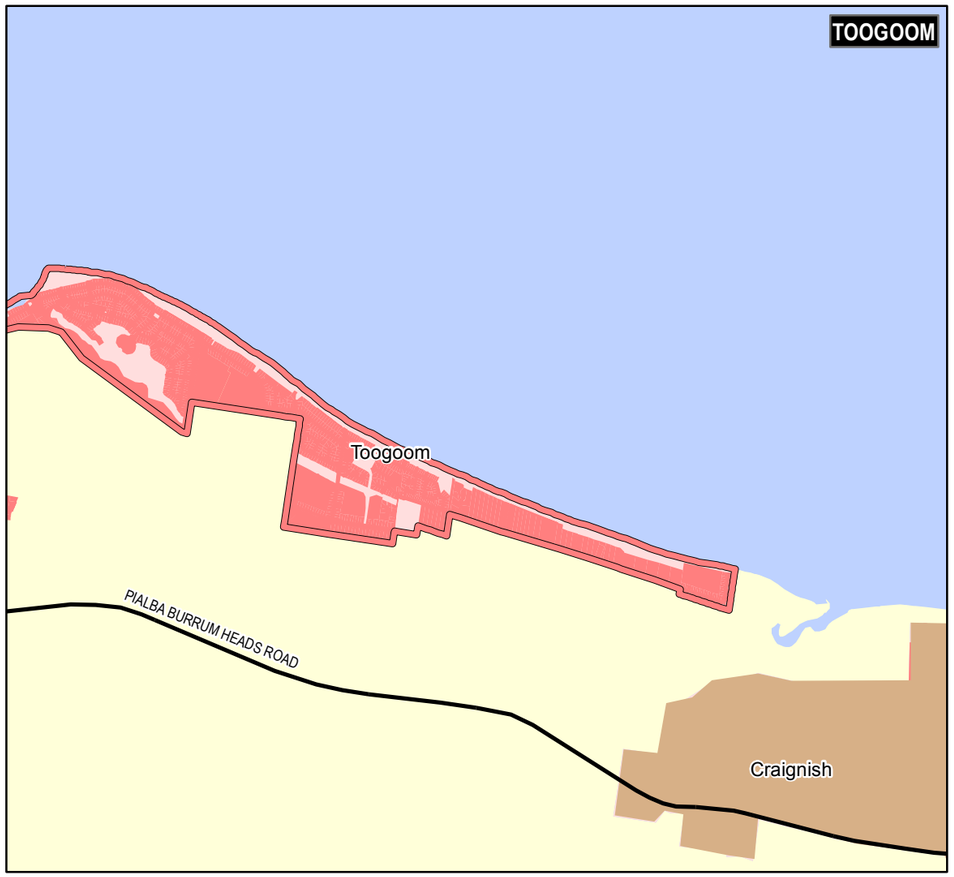
Fraser Coast Regional Council
Sustainable Growth Strategy 2031

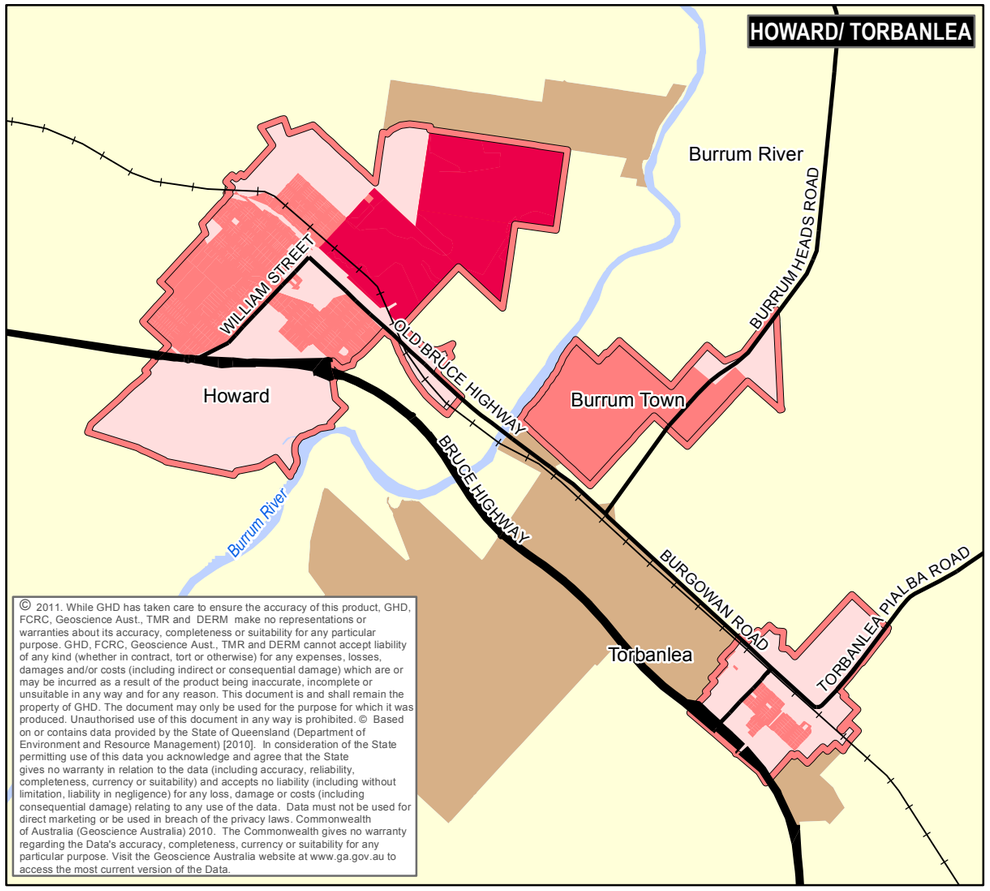
Residential Strategy - Hervey Bay

Figure 6

Date: 18 July 2011 Rev: D







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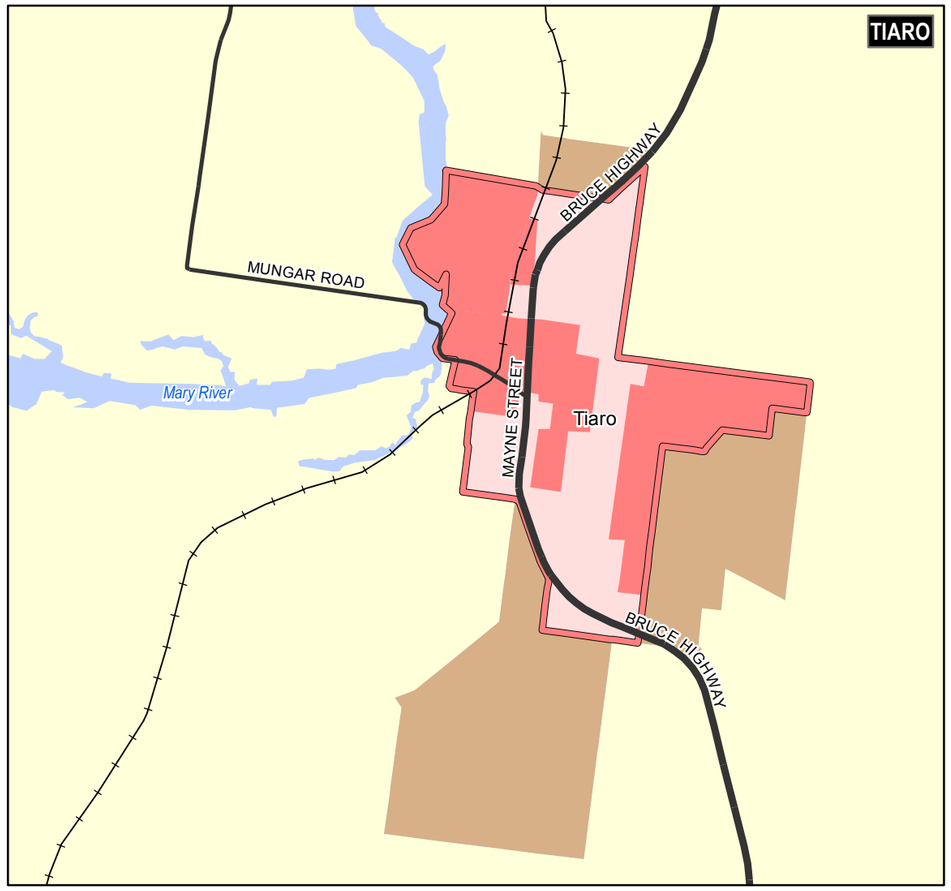

LEGEND

Road

- Highway
- Arterial & Sub Arterial
- Railway
- Watercourse/body

Fraser Coast Regional Council Proposed Settlement Pattern

- Urban Footprint
- Regional Landscape and Rural Production Area
- Rural Living Area

Residential*

- Predominantly Housing Area
- Future Community Area

* Residential Strategy - Howard/ Burrum Heads/Toogoom/Tiaro reflects the proposed Residential Strategy including the following elements:
a) The draft Wide Bay Burnett Regional Plan regional land use categories and Council's preferred settlement pattern;
b) Housing areas, including areas where infill development may occur;
c) Higher density housing investigation areas;
d) 'Future community' areas where planned housing (including higher density housing) and communities will develop in a greenfield setting; and
e) Key transport and other infrastructure elements.

N

0 0.2 0.4 0.8 1.2 1.6 2
Kilometers
1:45,000 (at A3)

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

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Fraser Coast Regional Council
Sustainable Growth Strategy 2031

Residential Strategy - Howard/ Torbanlea/ Burrum Heads/ Toogoom/ Tiaro

Figure 7

Date: 11 July 2011 Rev: D

Point Vernon
Eli Waters
Dundowran Beach
Pialba
PIALBA BURRUM HEADS ROAD
CHARLTON ESPLANADE
Scarness
BOAT HARBOUR DRIVE
Urraween
Dundowran
Torquay
Urangan
URRAWEEN ROAD
MAIN STREET
DENMANS CAMP ROAD
BOUNDARY ROAD
ELIZABETH STREET
Great Sandy Strait
Kawungan
Wondunna
Nikenbah
Walligan
MARYBOROUGH HERVEY BAY ROAD
BOORAL ROAD
Booral
TORBANLEA PIALBA ROAD
Sunshine Acres
Bunya Creek
RIVER HEADS ROAD

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LEGEND

Road

- Arterial & Sub Arterial
- Watercourse/body

Indicative Development Sequence for Future Community Areas

- 0-10 Years
- 10-20 Years

Fraser Coast Regional Council Proposed Settlement Pattern

- Urban Footprint
- Rural Living Area
- Regional Landscape and Rural Production Area

Residential Hervey Bay

- Housing Area

N

0 0.3 0.6 1.2 1.8 2.4 3

Kilometres

1:60,000 (at A3)

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

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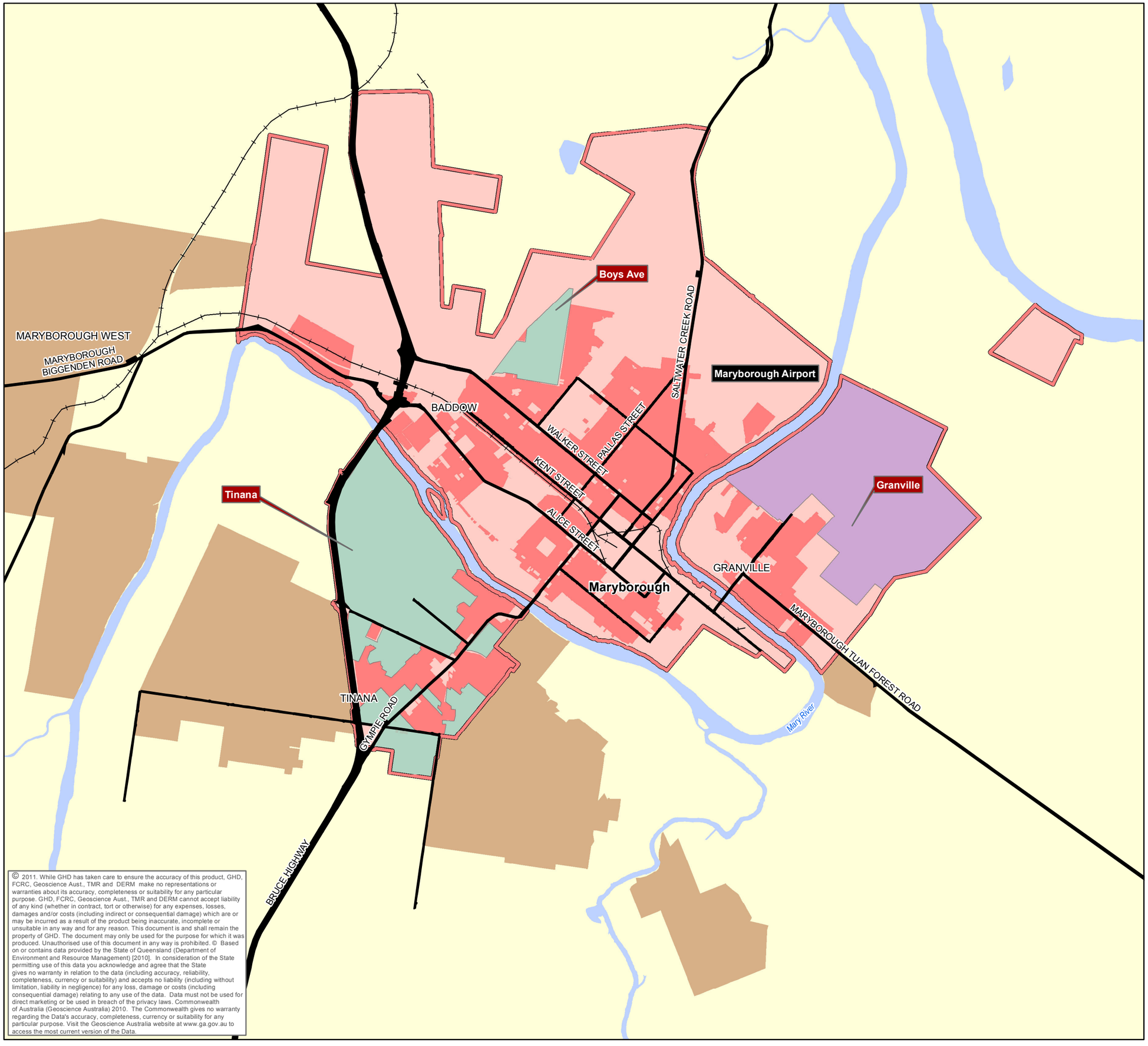
Date: 8 July 2011 Rev: D

Fraser Coast Regional Council
Sustainable Growth Strategy 2031

Indicative Development Sequence - Hervey Bay

Figure 8



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LEGEND

Road

- Highway
- Arterial & Collector Street
- Railway
- Watercourse/body

Indicative Development Sequence for Future Community Areas

- 0-10 Years
- 10-20 Years

Fraser Coast Regional Council Proposed Settlement Pattern

- Urban Footprint
- Regional Landscape and Rural Production Area
- Rural Living Area

Residential Maryborough

- Housing Area

N

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Kilometres

1:50,000 (at A3)

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

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Date: 08 July 2011 Rev: D (v2)

Fraser Coast Regional Council
Sustainable Growth Strategy 2031

Indicative Development Sequence - Maryborough

Figure 9

Figures 5, 6 and 7 reflect the proposed Residential Strategy including the following elements:

a. The draft WBB Regional Plan regional land use categories and Council's proposed Settlement Pattern[8];

b. housing areas, including areas where infill development may occur;

c. higher density housing investigation areas;

d. future community areas where planned housing (including higher density housing) and communities will develop in a greenfield setting;

e. key transport and other infrastructure elements.

The Residential Strategy is supported by an indicative sequencing strategy for the Future Community Areas, identified in Figures 8 and 9.

4.3.2.4 Strategic Outcomes

Strategic Outcome – Housing diversity is maximised	
Key Issues	**Implementation Measures**
1. New residential development delivers a diverse range of housing types and forms such that there is: a. housing choice for all residents as they move through their life cycle; b. affordable housing for all income groups; c. appropriate housing for all residents, including aged persons and persons with disabilities; d. a wide range of building types which are	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Residential and reconfiguration codes provide for a range of lot sizes and innovative housing styles in accordance with current best practice, including in particular those identified in the *Next Generation Planning Handbook 2011*[9] and the *ULDA Residential 30 Guideline*[10] ; b. A strong focus on affordable and adaptable housing provisions; and c. Confirmation that rural residential living remains a valid housing choice in existing locations but that no further rural living areas are identified. **Possible non-statutory measures:**

[8] As per Council's submission to the draft WBB Regional Plan. Council has made a submission to the draft WBB Regional Plan and will monitor progress in respect of the submission and as necessary respond in the proposed draft Planning Scheme.

[9] '*Next Generation Planning: A handbook for planners, designers and developers in South East Queensland*'. Council of Mayors (SEQ) and Department of Local Government and Planning (Growth Management Queensland) 2011.

[10] *'Residential 30 - Guideline to deliver diversity in new neighbourhood development.'* Urban Land Development Authority Guideline No. 1. March 2010

adaptable and flexible and can be changed over time; e. a wide range of contemporary, innovative and traditional architectural styles so as to prevent the entrenchment of brick and tile detached housing as the predominant built form and allowing each of the cities, towns and townships to have a distinct character. 2. Rural residential development continues to be recognised as a legitimate lifestyle choice, subject to it being contained within existing and a limited number of well located additional locations.	As part of its overall corporate planning processes, Council may consider implementation of the following: 1. The establishment of a regular forum with the development industry on housing issues; 2. Pursuing sources of funding such as the Housing Affordability Fund (HAF); and 3. Investigating innovative measures to encourage housing diversity including incentives.

Strategic Outcome – A diverse range of housing types and densities is provided to meet housing needs

Key Issues	Implementation Measures
1. Provide a balance between the supply of and demand for housing, a diverse range of new residential development is encouraged in key future community locations and infill locations in accordance with Maps 5, 6, and 7 and in accordance with other aspects of this strategy. 2. The location of new residential development facilitates excellent access to employment, facilities and services, communication and transport networks.	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. The PIFU predicted population growth and resultant indicative housing needs are as follows:

	Predicted Population growth 2011 to 2031	Predicted Housing Needs 2011 to 2031 (assuming 2.3 persons per household)
Low	36,470	15,865
Medium	46,695	20,302
High	61,792	26,866

3. Generally, infill development is encouraged within (i) 'predominantly housing areas' in Hervey Bay and Maryborough, and (ii) higher density infill investigation areas subject to further investigation (such as impacts of climate change), in particular:
   a. generally within 400 m of public transport and / or commercial activity centres and social and community infrastructure;
   b. Maryborough: around the Principal Activity Centre in the Central Business District;
   c. Hervey Bay: around the Principal Activity Centre at Pialba and along Boat Harbour Drive;
   d. those parts of the Hervey Bay foreshore previously allocated for medium and high density accommodation including those areas for tourist accommodation; and
   e. in future community master planned areas as part of and / or as an extension to the proposed commercial activity centres at:
      - Doolong Flats;
      - Eli Waters;
      - Nikenbah; and
      - Granville.
4. Very low density housing (over 2000m^2 lots) will be considered where accessibility to services and

b. It is normal to plan for medium series population growth while allowing for the flexibility of emerging trends and subsequent modification of the strategy. Nevertheless, the Fraser Coast Housing Needs Assessment indicates a need for 28,090 dwellings to 2031, compared to a figure of 21,900 dwellings indicated in the draft WBB Regional Plan;

c. It is proposed that new housing will occur on existing vacant lots and new lots where existing approvals exist in addition to the likely yield for future community areas and infill opportunities. Future community residential yields will be of the following order subject to the structure planning process:

Locality	Area (ha) (excluding constrained land- preliminary assessment only)	Minimum Average Rate (dw / ha)	Likely Dwelling Yield (dwellings)	Likely Population Yield (assuming 2.3 persons / dw)
Eli Waters	102	15	1530	3519
Doolong	347	15	5205	11,972
Nikenbah	312	15	4680	10,764
Granville	243	15	3645	8383
Total	1004		15,060	34, 638

d. A target yield for new infill residential development in Maryborough and Hervey Bay may be as follows:

Locality	Area (ha)	Average Rate (dwg / ha)	Possible Dwelling Capacity	Target Dwelling Yield to 2031	Target Population Yield to 2031 (assuming 2.3 persons per dwelling)
Maryborough - larger lot infill	258	20	5160	600**	1380
Tinana	198	10	1980	1980	4554
Boys Rd	47	10	470	470	1081

infrastructure has some limitations, including absence of or capacity constraints on reticulated sewerage, such as:

a. Parts of Dundowran; and

b. Howard.

5. Additional urban development at Burrum Heads, Toogoom and Tiaro is consistent with the Urban Footprint of the Fraser Coast's Proposed Settlement Pattern (i.e. outside the draft WBB Regional Plan urban footprint) subject to further investigation of impacts.

6. Similarly, additional rural living development areas at Craignish and Booral are located inside the Rural Living Area of the Fraser Coast's Proposed Settlement Pattern..

7. In other locations within the areas identified for residential housing, a mix of lot sizes and housing types is encouraged.

8. The location of new housing will be based on an indicative sequence identified in this strategy (refer to Figures 8 and 9).

Hervey Bay - larger lot infill	320	20	6400	1000**	2300
Hervey Bay - High density	14*	50	700*	700	1610
Hervey Bay - Medium density	38.7*	33	1277*	1277	2937
Hervey Bay - Emerging Communities	361	10	3610	3610	8303
Total				9,637	22,165

**denotes vacant sites only, much greater capacity exists in undeveloped sites*

*** denotes estimate only; final yield subject to further investigation.*

e. The proposed housing land requirements for the PIFU medium series population projections are more than provided for in this strategy. Extensive infill options exist and these may assist to avoid the need for the allocation of additional urban areas in the Fraser Coast Region;

f. Figures 8 and 9 provide the indicative sequence of residential development in Hervey Bay and Maryborough; and

g. In addition to the approaches proposed under 'Housing Diversity', the new Planning Scheme will ensure that new development responds to and addresses the key issues including:

– housing densities in the future community areas of Doolong, Eli Waters, Nikenbah and Granville will need to achieve those densities required for greenfield sites specified by the WBB Regional Plan;

– densities within the existing low density areas at Craignish, Dundowran and Booral will need to be left unchanged to reflect limited infrastructure capacity and to maintain the character of those areas;

– further investigation will be needed to identify opportunities for higher density infill development in Hervey Bay and Maryborough in the locations identified on the residential strategy maps. Specific design guidelines and code criteria will be required to achieve high design standards and built form outcomes; and

– infill development will need to be encouraged in all housing areas, through code criteria based on best practice housing solutions aimed at maintaining existing character and amenity. Amalgamation of sites and redevelopment of larger lots to support higher density housing options, including duplexes in

	housing areas, will be encouraged.
	Possible non-statutory measures: As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Encouraging the development industry to 'show case' best practice examples of higher density housing; and 2. Fee waivers or other financial incentives to encourage high quality higher density housing and affordable housing, where appropriate.
Strategic Outcome –The supply of affordable housing is maximised	
Key Issues	Implementation Measures
1. Development increases the overall supply of affordable housing and actively contributes to the provision of affordable housing in locations close to public transport, employment, commercial areas and community and social facilities. 2. Affordable housing is considered as a component of all new residential development and is designed to be integrated within the local community. 3. Affordable housing is well designed to minimise recurrent energy and maintenance costs over the	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. As indicated in previous strategies, providing for a diverse range of housing types and forms including low and higher density housing; b. Encouraging the location of affordable housing close to public transport, employment and community facilities and services; c. Subject to legislative constraints and best practice approaches, considering opportunities for 'inclusionary zoning'[12] provisions aimed at identifying and retaining a proportion of new dwelling units as affordable housing for a period of time or in perpetuity; d. Identifying and protecting key strategic sites suitable for affordable housing projects; and e. Identifying minimum and maximum density dwelling targets for each locality and measures to achieve these targets. In some cases, mandatory minimum average densities for particular

[12] Inclusionary zoning mandates that, in any new development, a nominated percentage of dwellings (usually around 10% to 15%) must be sold at below-market rates to provide 'affordable' housing opportunities for lower income households. Inclusionary zoning models can take many forms: some are mandatory, while others are voluntary or incentive-driven.

life of the housing.	areas may be specified to assist with achievement of affordable housing outcomes.
	Possible non-statutory measures: As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Rate rebates, fee waivers, 'rate holidays' and other financial incentives for the provision of affordable and sustainable housing outcomes; 2. Programs which encourage new and existing houses to be energy and water efficient, especially in the design of buildings, and an increased use of renewable resources, so as to reduce recurrent housing costs in the longer term; 3. Collaborating with community/social housing providers and the State government to identify opportunities for the increased availability of social housing on the Fraser Coast; 4. Identifying suitable sites for 'spot purchase' by Council, either alone or in joint ventures with developers, to 'show case' best practice housing examples; and 5. Encouraging public/private arrangements for the expansion of social housing provision based on models used elsewhere e.g. housing company models such as Brisbane Housing Company.
Strategic Outcome – New development seeks to achieve built form excellence	
Key Issues	Implementation Measures
1. Development of new housing on the Fraser Coast recognises current best practice in housing design, particularly with regard to built form and neighbourhood design. 2. New housing is designed to integrate with existing housing and community facilities and other new housing, so that it contributes to cohesive neighbourhoods where all residents benefit from inclusion, integration and safety. 3. Design innovation contributing towards a	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Incorporating best practice urban design principles to make high quality and functional 'spaces and places' for people which are connected to community facilities, public park infrastructure, streets, pedestrian and bicycle pathways and public transport nodes; b. To the extent possible in the planning scheme, incorporating energy efficiency and water conservation measures in a manner that seeks to meet current best practice principles as a 'minimum and mandatory' standard or to better these standards; and c. Requiring new development to be responsive to local climatic conditions and topography including through landscaping provisions which encourage cool, shaded, leafy and walkable

recognisable Fraser Coast vernacular style is encouraged and promoted. 4. The unique built form of existing character areas within Maryborough, Hervey Bay and the rural and coastal towns and townships, is valued and enhanced as a central element in articulating a Fraser Coast vernacular style.	streets and buildings that respond to the unique character of the Fraser Coast. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Developing a "Design Guidelines and Colour Palette Book" (outlining design principles, colours for buildings, landscape concepts and so on) to facilitate the creation of Fraser Coast vernacular themes; 2. Setting a high standard of design excellence in their public works; and 3. Generally conducting its business using the overarching principles outlined in the strategies/key issues.
Strategic Outcome - The natural environment and landscape character are integrated into communities	
Key Issues	Implementation Measures
1. New development will respect the unique biodiversity and other natural environment values of the Fraser Coast by encouraging design responses that are appropriate to their context. 2. The significance of the landscape in defining the unique character and image of the Fraser Coast as a whole and as part of the Wide Bay Region will be recognised and acknowledged in planning for the Fraser Coast to 2031. 3. Within the Fraser Coast, landscape will be recognised as a key element in creating the character of our communities. 4. The Ghost Hill ridgeline will be maintained as an icon of	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. The protection of the natural environment - while less than 10% of the Fraser Coast will be allocated for urban development, leaving over 90% as rural and environmental areas, it will be critically important that cities, towns, townships and communities are carefully planned and designed to maintain and protect the unique landscape character and natural environment values of the Fraser Coast. It is important to recognise and promote the role and benefits of these values in scheme provisions including the strategic framework; b. The distinctive character of the Fraser Coast is based on 'rural' and 'coastal' experiences. It is the identity of the Fraser Coast, defined by a range and combination of landscape character types, features and elements, which make an important and valued contribution to the overall Fraser Coast image. The Fraser Coast landscape is characterised by outstanding habitats, significant vegetation, Ramsar wetlands, biodiversity values and areas of local, regional, State, national and World Heritage significance. These features need to be protected by overlays and other provisions in the new scheme; c. As part of the Planning Scheme and structure planning

the Fraser Coast and it will be protected as a defining element of the Hervey Bay urban area and landscape.	process, it is intended that ecological corridors and natural environment areas will be identified and protected, providing connection between cities and the surrounding rural and acreage areas and the broader open space network of the Fraser Coast; d. It will also be critically important to identify areas within the Fraser Coast which are regionally significant, and protect these areas from urban development and the clearing of vegetation. This will generally result in urban development being located within and near existing urban areas, while protecting slopes, ridgelines and waterway corridors; e. Development will also need to be carefully managed along scenic corridors of major transport routes identified as important to the Fraser Coast landscape, including limiting building heights and maintaining buffer zones to significant landscape areas in some cases; f. Indicative local green corridors will be integrated with urban development to provide intra - and inter - urban breaks. This will be an important aspect of structure planning and master planning of larger residential sites. Inter-urban breaks will be provided by the rural landscape and its various landscape values and frame the urban areas, and intra-urban breaks will be crucial to structure planning in future housing and higher density investigation areas; and g. Careful treatment of the Ghost Hill ridgeline within the planning scheme and any future structure or master planning will be required. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Through its works programs, facilitating the integration of the landscape into the urban environment as outlined in the key issues; and 2. Landscaping of key streets and foreshores areas, based on the use of local native species in accordance with relevant planning scheme policies.
Strategic Outcome –The character of townships and rural communities are protected, enhanced and valued	
Key Issues	Implementation Measures
1. Residential development and housing will recognise, maintain, protect and enhance the traditional and strong character and distinctive landscape values of townships and rural	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. The direction given to development in townships and rural communities will have regard to the network of centres

communities throughout the Fraser Coast. 2. The townships and rural communities will continue to be small in scale, with only limited infill development permitted where it does not result in significant additional populations in locations which are relatively remote from services. 3. Townships and rural communities will continue to provide opportunities for different types of rural activities and a legitimate lifestyle choice for Fraser Coast residents, notwithstanding that they are often reliant on services and employment located in cities and towns in other parts of the region. 4. Further development in these townships will be limited to locations identified in the Residential Strategy which do not contribute to social disadvantage. 5. Rural communities will be maintained and protected for their significant contribution to the rural landscape character values of the Fraser Coast and their associated major recreation opportunities.	identified in the settlement pattern and bult form strategy; b. It is important to recognise and promote the role and benefits of townships and rural communities in scheme provisions, including the strategic framework; and c. It will also be important for residential development and housing to support and be responsive to the traditional character and landscape values of these communities in terms of their built form, style, mass, scale and height. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Conducting its business using the overarching principles outlined in the key issues.
Strategic Outcome - The character of rural living communities is protected, enhanced and valued	
Key Issues	Implementation Measures
1. As indicated in the Settlement Strategy, rural living communities, including Booral, Craignish, Oakhurst and Dundowran,	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following:

will continue to be characterised as suburbs of the two regional cities, through very low density housing, providing residents with an acreage lifestyle choice and high level of amenity. 2. Rural living communities will be maintained and protected for their significant contribution to the rural landscape character values of the Fraser Coast and the regional cities, towns, townships and communities they surround. 3. Urban services in rural living areas will continue to be limited by comparison with housing areas within the cities and towns.	a. The need to recognise in the Strategic Framework and strategic outcomes the role and benefits rural living communities will provide for cities and towns in the Fraser Coast. Likewise, cities and towns will provide benefits to these communities by way of employment opportunities, access to community facilities and services and other infrastructure. Services in rural living areas will be appropriate to their size; and b. The need for residential development and housing to support and be responsive to the traditional character and landscape values of rural living communities in terms of their built form, style, mass, scale and height. **Possible non-statutory measures:** There are no non-statutory measures identified for the implementation of these key issues.

4.4 Unique Biodiversity and Landscape

4.4.1 Natural Environment Strategy

4.4.1.1 Purpose

The purpose of the Natural Environment Strategy is to identify and protect:

1. areas of the natural environment in the Fraser Coast that have a significant role in the maintenance of biodiversity from a State, regional and local perspective;
2. areas which are needed for flood mitigation; and
3. areas that need to be enhanced and rehabilitated to improve ecological processes and ecosystem functionality.

The natural environment is highly valued by the Fraser Coast community, both for its biodiversity values (including those of World Heritage significance), as well as for its contribution to the overall image and landscape character of the Fraser Coast. It is intended that natural environment considerations will significantly influence the shape, form and structure of new development in existing cities, towns and townships.

Flood plains are an important part of the natural environment (including the water cycle) of the Fraser Coast and make a significant contribution to the region's image and landscape character, and should be recognised for their contribution to the natural environment.

Implementation of the Natural Environment Strategy will be fundamental to building complete communities and providing a foundation for economic prosperity and long term environmental sustainability of the Fraser Coast. This in turn will enhance the liveability of the Fraser Coast, making

it even more attractive as a locality in which to live, work and play. The Fraser Coast will be recognised for its leadership in community stewardship of the natural environment and for valuing the benefits this has for the two cities and the broader area of the WBB Region.

4.4.1.2 Strategy Overview

The Natural Environment Strategy seeks to deliver natural environment outcomes that will:

1. meet the objectives and outcomes of the WBB Regional Plan in a manner that supports and is consistent with the planning vision in respect of natural environment outcomes;
2. lead to the protection, enhancement and rehabilitation of biodiversity so as to achieve no net loss in ecosystems, habitats, vegetation and corridor connectivity;
3. protect ecologically significant areas from urban development and associated impacts;
4. protect, enhance and integrate a network of green corridors to connect internally throughout the Fraser Coast and externally to the wider open space network of the WBB Region, using a range of statutory and possible non-statutory measures;
5. maintain, protect and possibly increase habitats for flora and fauna species of State, regional and local significance;
6. maintain rivers, waterways and wetlands in their natural state and, through appropriate statutory and possible non-statutory measures, rehabilitate values to restore ecological functioning and improve water quality;
7. recognise and value flood plains as a valuable natural feature which are important for hydrologic functioning, ecological processes, nature conservation, landscape character and outdoor recreation values and not just as ‘constraints to development’; and
8. protect ecologically significant areas associated with remnant vegetation, waterways, wetlands and corridors through the incorporation of buffers with regard to current science and minimum best practice distances.

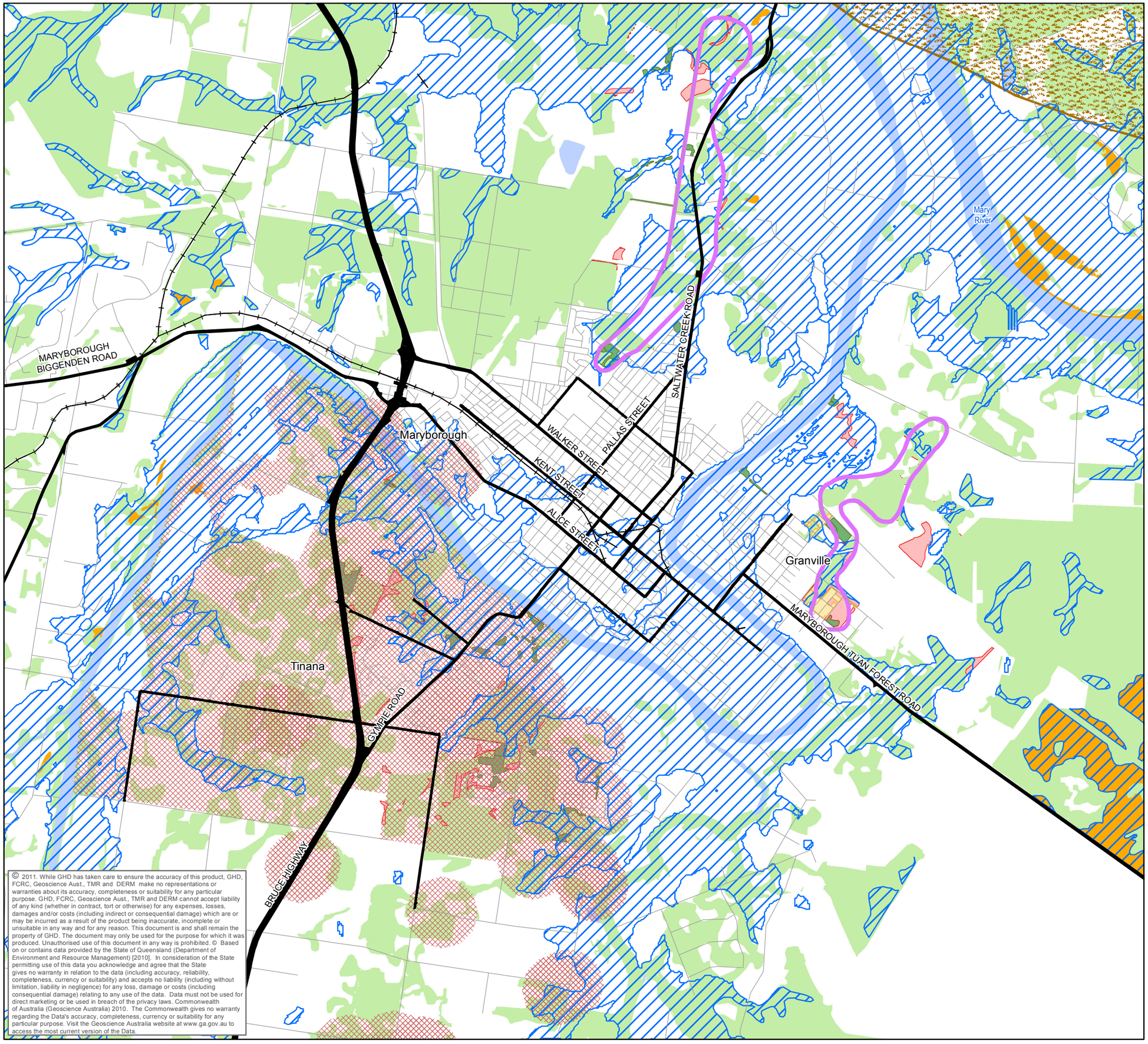
4.4.1.3 Mapping

Figure 10 – Natural Environment (including flooding) - Maryborough

Figure 11 – Natural Environment (including flooding) - Hervey Bay

Figure 12 - Natural Environment (including flooding) – Howard / Torbanlea / Burrum Heads / Toogoom / Tiaro

Figure 13 – Natural Environment (including flooding) – River Heads / Maaroom / Boonooroo / Tuan / Poona



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LEGEND

Road

- Highway
- Arterial & Collector Street
- Local Street
- Railway
- Watercourse/body
- Flood Prone
- Koala Corridor including Buffer
- Indicative Local Green Corridor
- Regional Corridor

Biodiversity Significance (Urban Expansion Area Only)

- State - General Ecological Significance
- State - Mapped Remnant but not Area of Ecological Significance
- Local

Natural Constraint

- Terrestrial High Ecological Significance (HES)
- Wetland High Ecological Significance (HES)

N

0 0.2 0.4 0.8 1.2 1.6 2
Kilometres

1:50,000 (at A3)

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

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Sustainable Growth Strategy 2031

Natural Environment (including flooding) - Maryborough

Figure 10

Date: 11 July 2011 Rev: D (V2)

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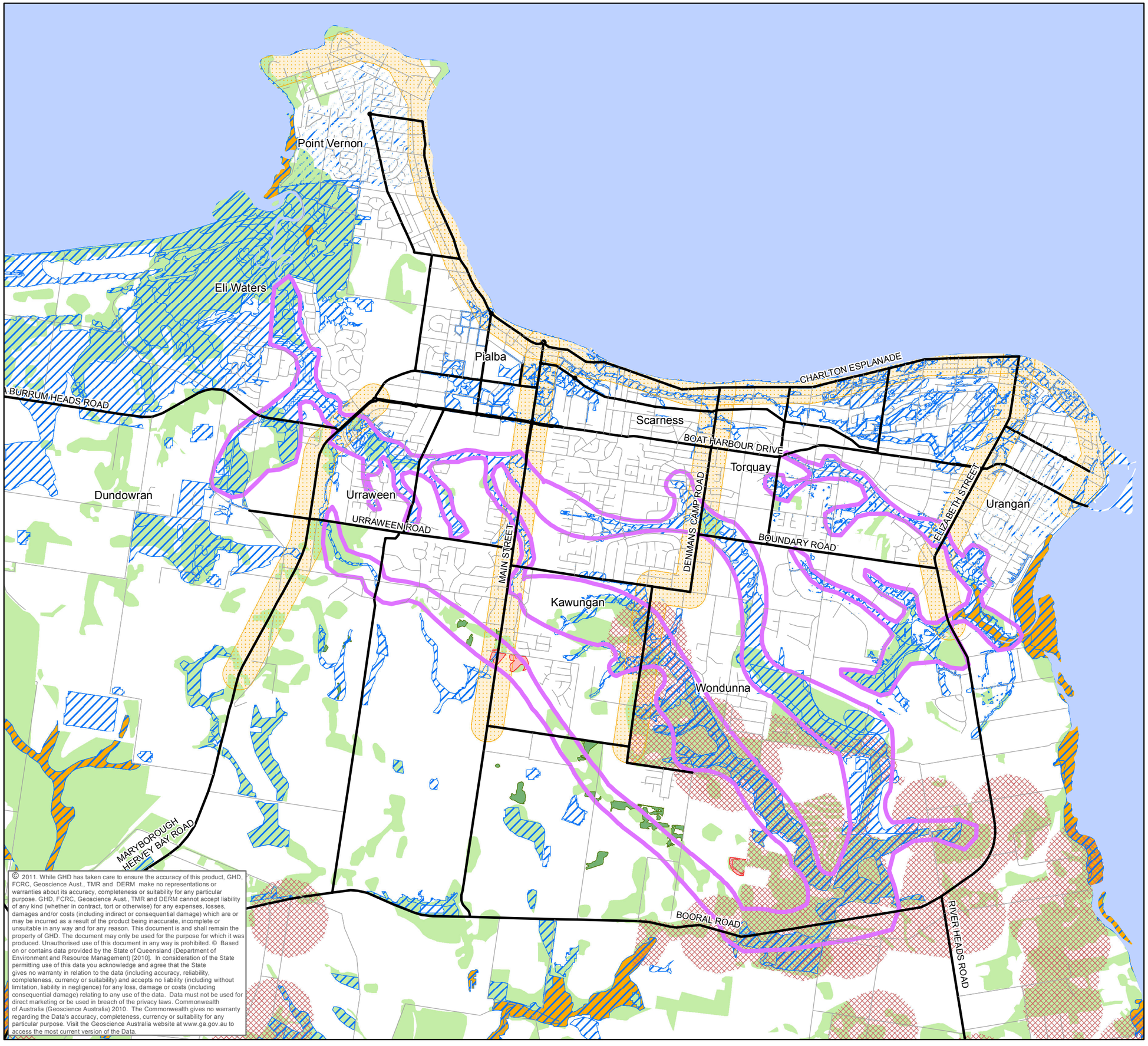

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LEGEND

Road

- Arterial & Sub Arterial
- Local Street
- Railway
- Watercourse/body
- Flood Prone
- Indicative Local Green Corridor
- Koala Corridor including Buffer

Biodiversity Significance (Urban Expansion Area Only)

- State - General Ecological Significance
- State - Mapped Remnant but not Area of Ecological Significance
- Local

Natural Constraint

- Terrestrial High Ecological Significance (HES)
- Wetland High Ecological Significance (HES)
- Landscaped Street

N

0 0.2 0.4 0.8 1.2 1.6 2

Kilometres

1:45,000 (at A3)

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

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Natural Environment (including flooding) - Hervey Bay

Figure 11

Date: 11 July 2011 Rev: D (v2)

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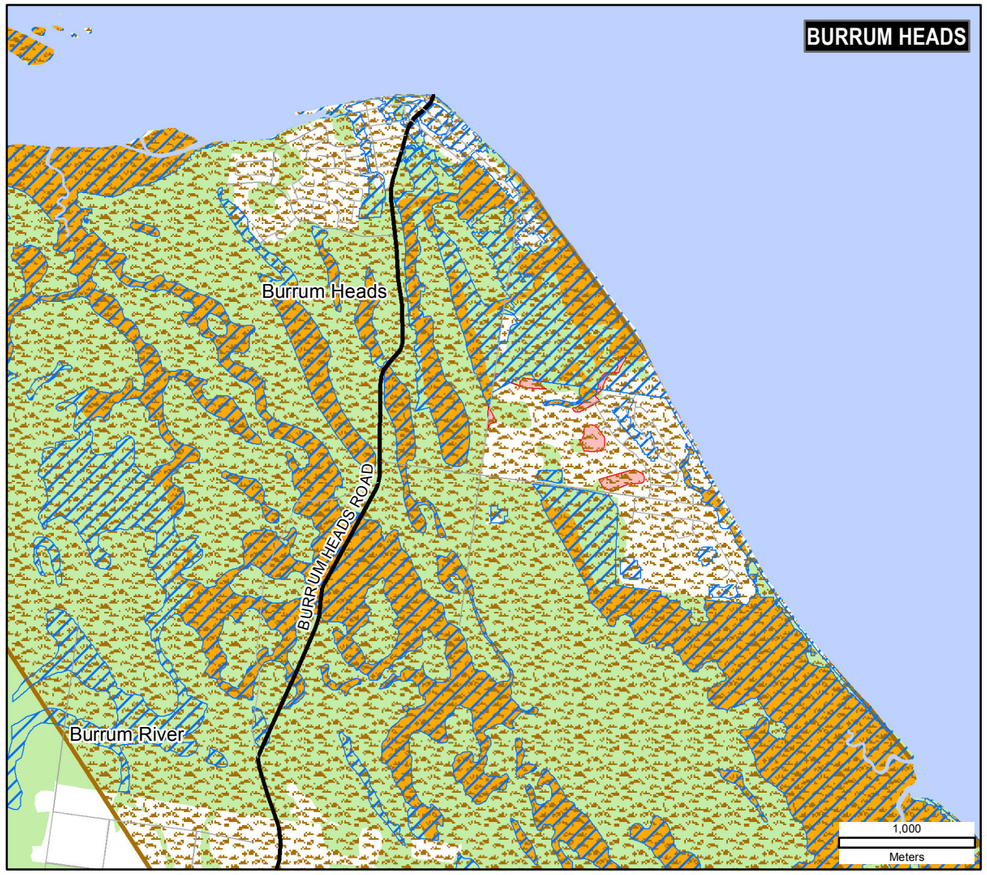

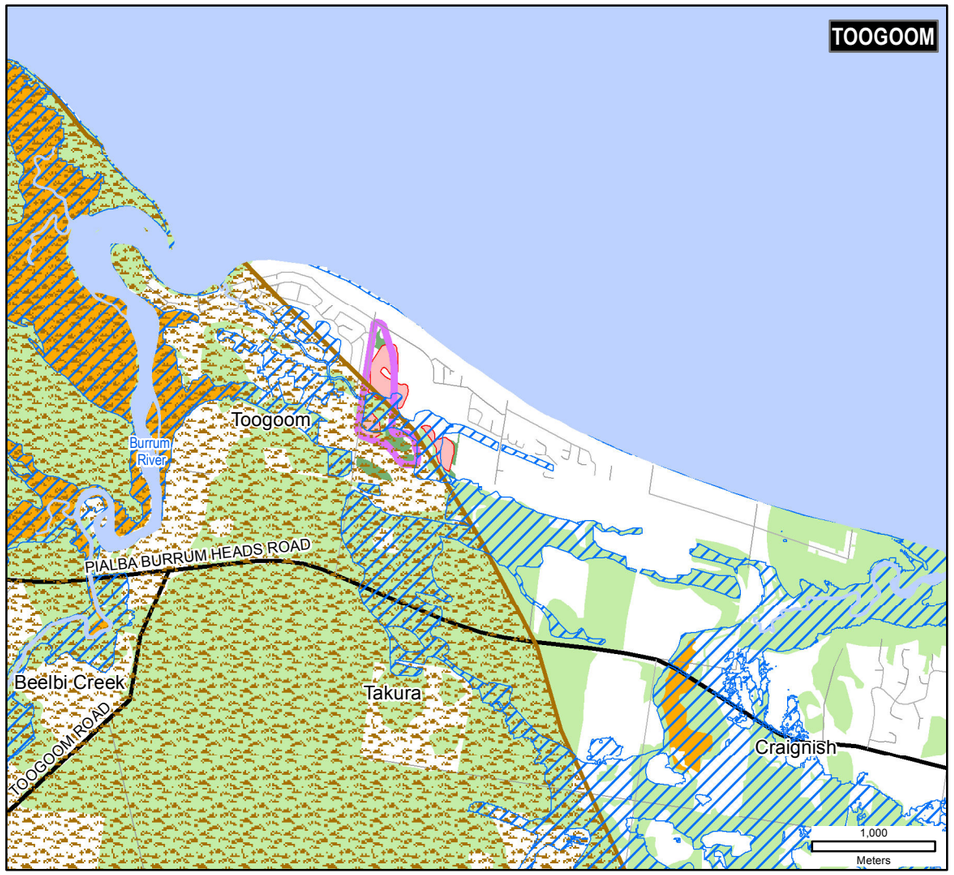

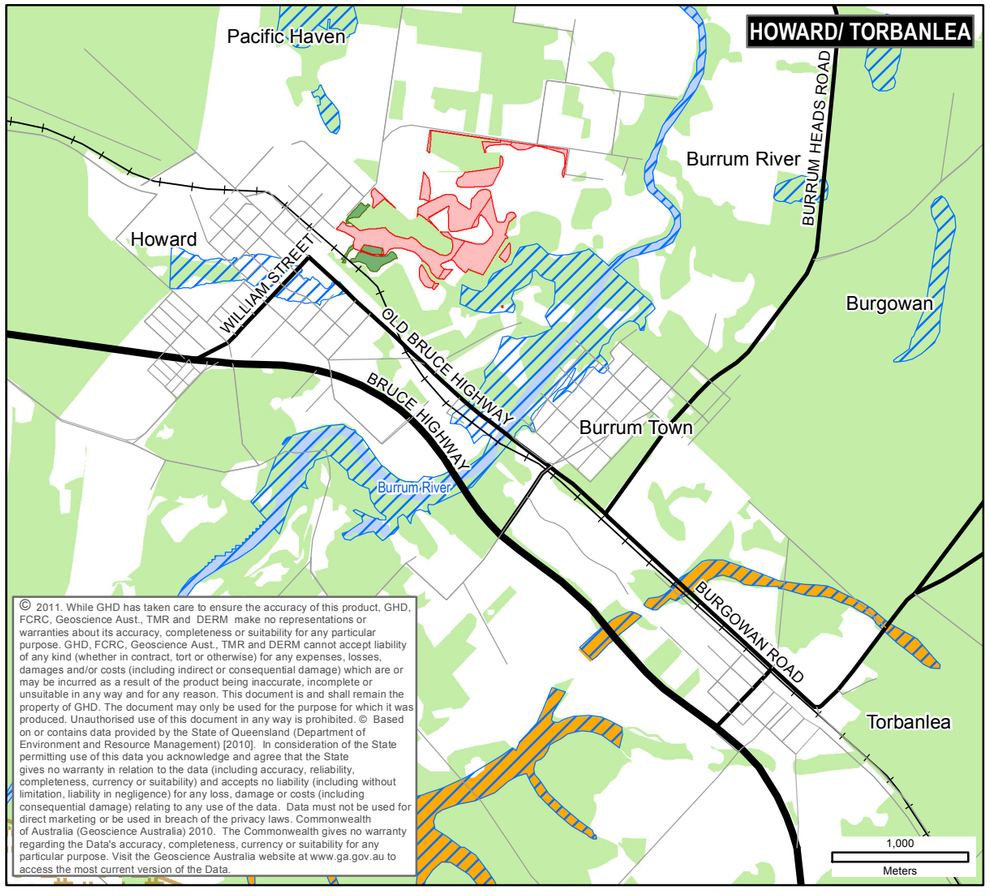

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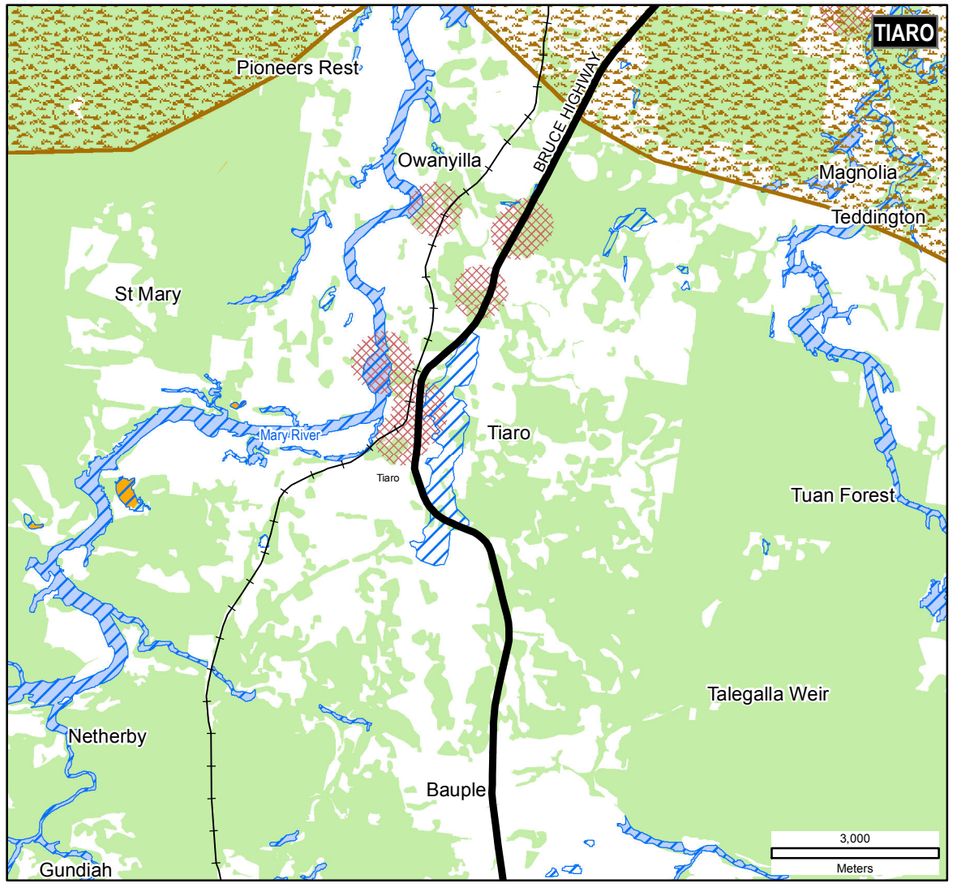

LEGEND

Road

- Highway
- Arterial & Sub Arterial
- Local Street
- Railway
- Watercourse/body
- Flood Prone
- Indicative Local Green Corridor
- Koala Corridor including Buffer
- Regional Corridor

Biodiversity Significance (Urban Expansion Area Only)

- State - General Ecological Significance
- State - Mapped Remnant but not AES
- Local

Natural Constraint

- Terrestrial HES
- Wetland HES

N

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

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Fraser Coast Regional Council

Sustainable Growth Strategy 2031

Natural Environment (including flooding) - Howard/ Torbanlea/ Burrum Heads/ Toogoom/ Tiaro

Figure 12

Date: 6 July2011 Rev: C (V2)

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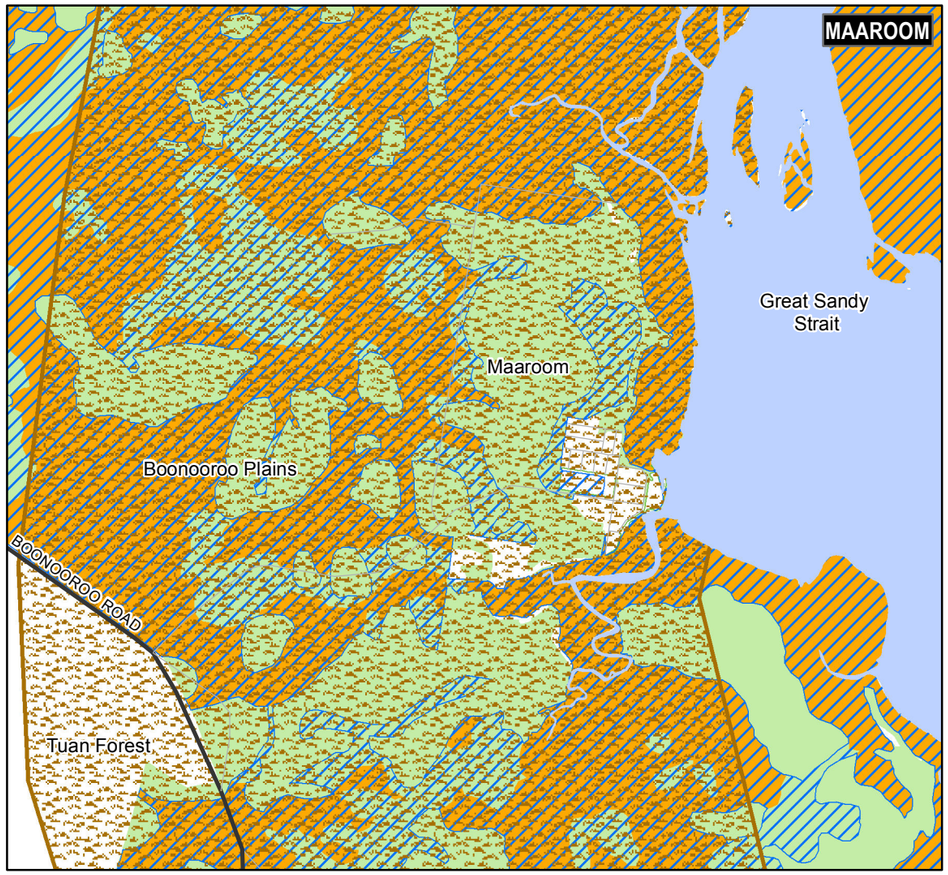

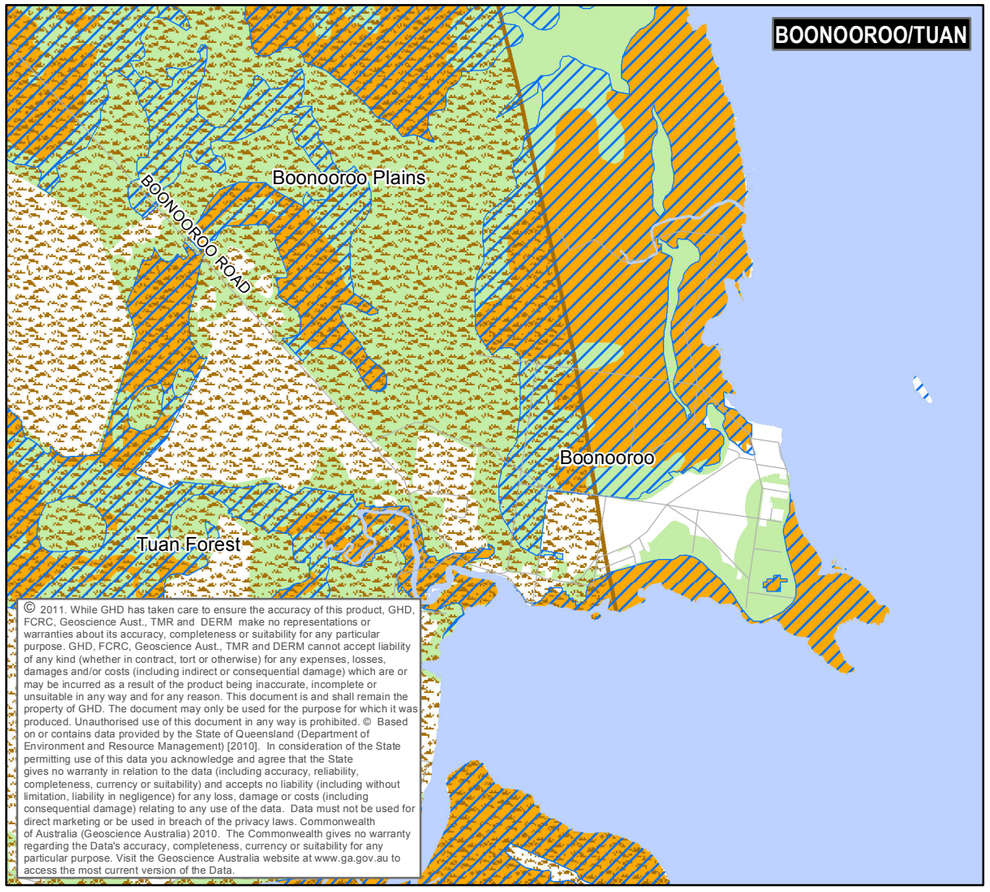

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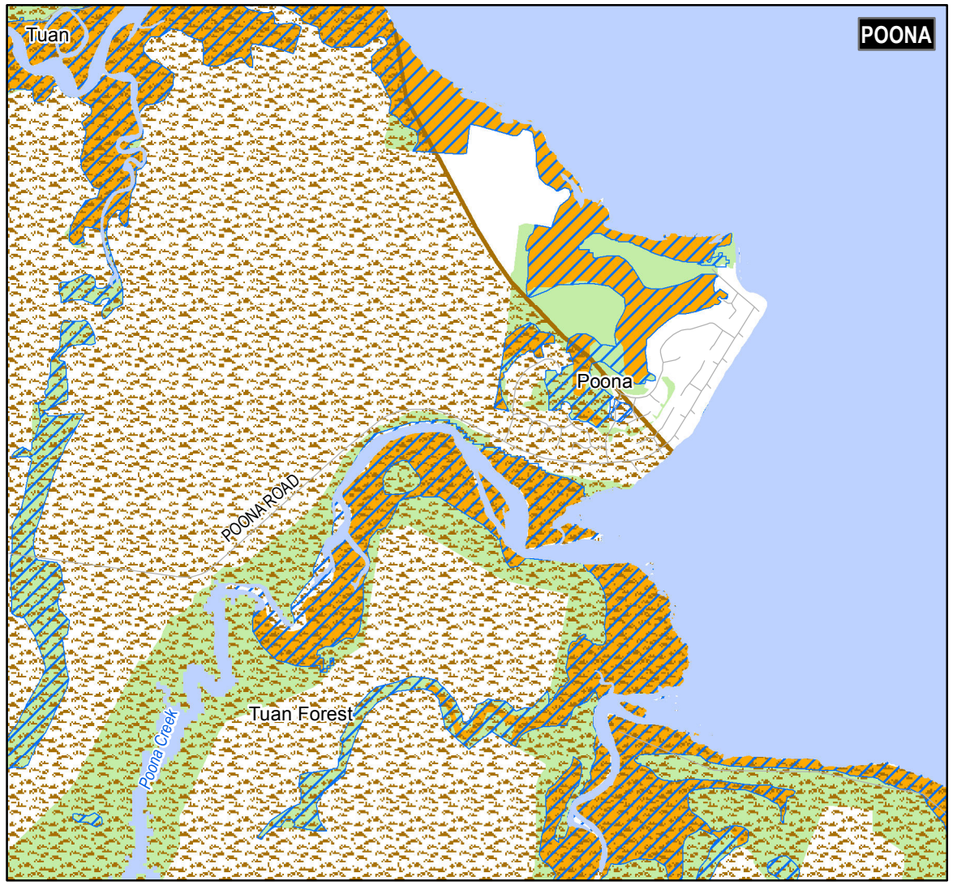

LEGEND

Road

- Arterial & Sub Arterial
- Collector Street & Local Street
- Watercourse/body
- Flood Prone
- Regional Corridor

Biodiversity Significance (Urban Expansion Area Only)

- State - General Ecological Significance
- State - Mapped Remnant but not Area of Ecological Significance
- Local

Natural Constraint

- Terrestrial High Ecological Significance (HES)
- Wetland High Ecological Significance (HES)

N

0 0.2 0.4 0.8 1.2 1.6 2

Kilometers

1:45,000 (at A3)

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

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Fraser Coast Regional Council

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Natural Environment (including flooding) - River Heads/Maaroom/ Boonooroo/Tuan/Poona

Figure 13

Date: 18 July2011 Rev: D (V2)

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Figures 10, 11, 12 and 13 depict the following key spatial elements:

1. areas of high environmental significance (terrestrial and wetland) and related corridors;
2. areas of biodiversity significance (State and local within the draft WBB Regional Plan urban footprint and related corridors);
3. documented flood prone areas;
4. koala corridors including buffers; and
5. indicative local green corridors.

4.4.1.4 Strategic Outcomes

Strategic Outcome – New development protects and enhances biodiversity values	
Key Issues	**Implementation Measures**
1. The Fraser Coast settlement pattern and form of development will seek to protect and enhance biodiversity and achieve no net loss of ecosystems, habitats, vegetation and corridor connectivity. In particular, the settlement pattern will: a. protect ecologically significant areas from urban development and other inappropriate uses and activities, unless subject to an offset policy; b. provide, as far as possible, for urban areas to be surrounded and defined by broad ecological corridors of State and regional significance; c. include a network of ecological corridors throughout the Fraser Coast to provide connection and wildlife movement internally within regional cities, towns, townships and communities and externally to the wider open space network of the WBB region; d. encourage an increase in vegetation and habitat diversity in the Fraser Coast, with new development providing for the ecological rehabilitation of land and open space in urban and rural areas;	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Development will: – avoid areas of significant habitat and biodiversity value; – provide buffers between new development and areas of significant habitat and biodiversity value; and – facilitate the connectivity between areas of significant habitat and biodiversity value; b. Within key areas of significant habitat and biodiversity value, development will contribute to the restoration of degraded areas to positively contribute to the region's habitat and biodiversity; c. Subject to more detailed investigation and verification based on the recommendations of all relevant planning studies, development will contribute to the maintenance, protection and rehabilitation of the local green corridors as shown on Figures 10, 11, and 12 and the intra-urban breaks shown on Figure 15. Inter-urban and intra-urban breaks will be a key feature of the strategy. Inter-urban breaks will include rural landscapes, rural production areas, and conservation areas. d. Development will: – maintain ground and surface water quality and characteristics; – avoid flood prone areas and incorporate appropriate buffers to waterways and wetland

e. maintain, protect and enhance habitats for endangered, vulnerable, rare and other priority, regionally and locally significant flora and fauna; f. maintain rivers, waterways and wetlands in their natural state with development avoiding impacts and / or providing appropriate setbacks and buffers to protect their ecological functioning; g. separate significant vegetation, habitats, corridors, wetlands and waterways from adjacent development; h. where possible, encourage the rehabilitation of significant vegetation, habitats, corridors, wetlands and waterways; i. sensitively locate and design infrastructure, particularly transport corridors, to provide continuity of wildlife movement and ecological processes; j. ensure outdoor recreation uses and activities are compatible with natural environment values and are sensitively located, designed and managed so as to maintain and protect environmental values.	areas; and – not diminish groundwater recharge areas. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Continuing to advocate and promote habitat and biodiversity protection as part of its environment protection role. The following measures may be appropriate: – voluntary Conservation Agreements, Land for Wildlife, Nature Refuges and similar contractual agreements between landowners, Council, community groups and State parks and wildlife services to encourage conservation on freehold land; – community nature conservation initiatives such as creek rehabilitation, weed control and planting; – through Council management of parks and reserves, ensuring open space and recreation opportunities are compatible with any nature conservation purpose of the site; – promotion of Natural Resource Management, Landcare and other community groups; – engaging the assistance of various State and Commonwealth agencies; and – incorporating sustainable catchment and land management practices and safeguards in the range of Council's operations. 2. Encouraging all private landowners to: – use sustainable natural resources management practices; – prevent an increase in soil salinity and where development occurs within salinity effected area that it is located, designed and constructed in a way to reduce the impacts of salinity on to the development; and – prevent the introduction of weeds and pests species and treat and manage these species where they already occur upon a development site.

Strategic Outcome –Biodiversity objectives are balanced with the need to allocate land for urban purposes	
Key Issues	Implementation Measures
1. In physically constrained and ecologically significant areas, development for urban purposes will only be permitted where: a. on the balance of considerations, development is in the interests of the community; and b. the impacts incurred can be compensated by ecological improvements elsewhere that result in a net gain and enhancement to the overall habitat values of the Fraser Coast.	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. The drafting of the new Planning Scheme will include an investigation of whether an environmental offset policy is a workable option. The policy would aim to ensure that a particular land use or activity will only be permitted to occur in a physically constrained or ecologically significant area where overriding community benefit is demonstrated. In such cases, the use or activity will be compensated by a contribution to ecological improvement that is commensurate to or greater than, any lost or diminished physical processes or ecological values. It is intended that ecological compensation be undertaken on land in approved locations, where ecological rehabilitation would make a significant positive contribution to improving the planned open space network. (The suggested approach is outlined in the *Fraser Coast Landscape Character Strategy Study –Rev B, May 2011 - AECOM*). **Possible non-statutory measures:** There are no non statutory measures identified for the implementation of this key issue.

Strategic Outcome – Flood constrained land is avoided and the functions of flood plains are maintained and protected	
Key Issues	Implementation Measures
1. The hydrological and ecological functions and associated nature conservation, landscape and outdoor recreation values of Fraser Coast flood plains are maintained and protected. 2. Flood plains within the Fraser Coast, including the Mary and Burrum River flood plains, are recognised as complex biophysical systems which have a range of interrelated functions, values	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Flood plain values are identified in the strategic framework and outcome statements; b. As with existing schemes and as required by State Planning Policy 1/03 – *Mitigating the Adverse Impacts of Flood, Bushfire and*

and benefits which must be protected. 3. To protect human life and property, development does not occur in locations which are affected, or potentially affected, by flooding.	*Landslide*, overlay mapping will be included to ensure development does not occur on flood constrained land; c. In addition, these aspects of the scheme should recognise that as the impacts of climate change on the extent of flooding are currently unknown, a precautionary approach should be undertaken to avoid risk to life and property; d. It is intended that the ARI 100 year flood event will be confirmed as the Defined Flood Event (DFE) for the Fraser Coast. At this stage, it is intended that urban development will not occur on land within the 1:100 ARI flood level; and e. Further flood modelling for the Fraser Coast will need to be undertaken. Specifically, an ultimate development scenario in respect of the cities and towns will be devised and modelled for the Fraser Coast, so that the cumulative effects can be evaluated fully before development is allowed to occur.
	Possible non-statutory measures: As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Continuing to assist local and State government emergency services in their planning and response efforts to natural disasters; 2. Restoring and revegetating the riparian corridors of the Fraser Coast rivers, waterways and creeks, wherever possible. In particular, new development in future community areas will have an important role in protecting and enhancing waterways. Community initiatives involving environmental projects and voluntary agreements with landholders will also be encouraged by the Council; and 3. Conducting its business using the overarching principles outlined in the key issues.

4.4.2 Landscape Character and Scenic Amenity Strategy

4.4.2.1 Purpose

The purpose of the Landscape Character and Scenic Amenity Strategy is to identify, protect and enhance landscape character, scenic amenity values and the overall image of the Fraser Coast.

The landscape character and image of the Fraser Coast is highly valued by the Fraser Coast community, both for their intrinsic and scenic amenity values, as well as for their natural environment, wildlife and biodiversity values.

It is intended that landscape character, scenic amenity values and image considerations will significantly influence the settlement pattern and built form. It is intended that the Fraser Coast will retain its unique image in perpetuity, where the natural environment and various landscape character types, features and elements continue to be among the region's most prominent features. As indicated in the Natural Environment Strategy, inter-urban and intra-urban breaks will be a key feature of the strategy. Inter-urban breaks will include rural landscapes, rural production areas, and conservation areas.

Implementation of the Landscape Character and Scenic Amenity Strategy will be fundamental to building complete communities and providing a foundation for economic prosperity and long term environmental sustainability of the Fraser Coast. This in turn will enhance the liveability of the Fraser Coast, making it even more attractive as a locality in which to live, work and play.

4.4.2.2 Strategy Overview

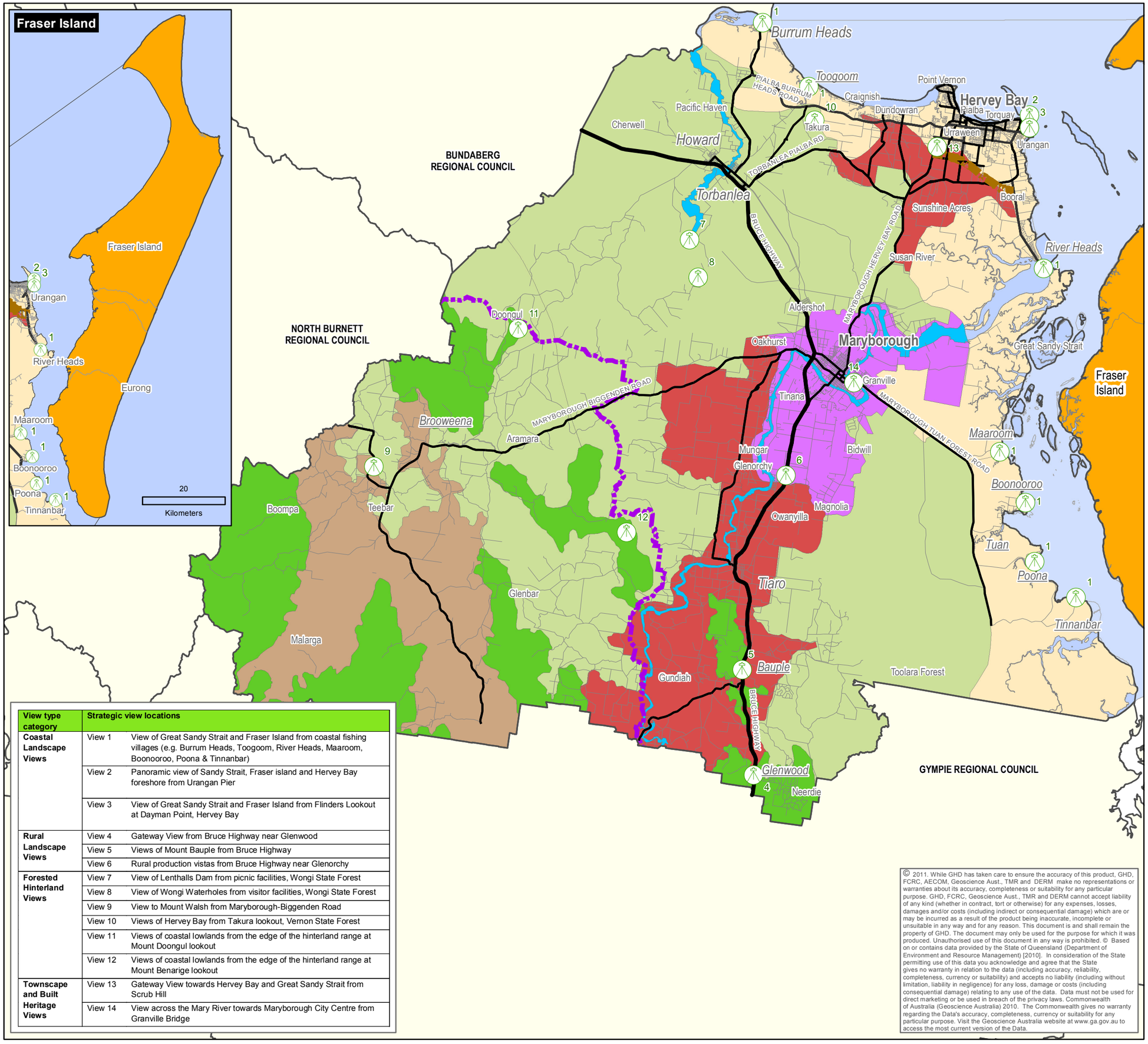
The Landscape Character and Scenic Amenity Strategy seeks to deliver landscape character, scenic amenity and image outcomes that will:

1. meet the objectives and outcomes of the WBB Regional Plan in a manner that supports and is consistent with the planning vision in respect of landscape character, scenic amenity and the Fraser Coast image;
2. protect and enhance Fraser Coast image, landscape character, and scenic amenity values, including elements and features which contribute to views to and from these elements;
3. maintain and protect significant views and viewpoints and enhance public access to landscape character and scenic amenity areas, including the protection of scenic corridors and the experience they provide to residents and visitors in the Fraser Coast;
4. protect inter-urban breaks between cities, towns and townships to provide a clearly defined edge between urban areas and green space, acreage and rural areas;
5. establish, maintain and protect intra-urban breaks within cities and towns to create distinct neighbourhoods and to integrate these with ecologically significant areas and as part of the publicly owned urban open space network;
6. maintain, enhance and establish edges, nodes, landmarks and pathways as important elements of the landscape and to reinforce their contribution to legibility and distinctiveness within each locality;
7. promote the design of major infrastructure such as bridges, intersections, and gateways as attractive and memorable landmarks, with their design driven by the desire to achieve this objective as well as their engineering function; and
8. provide opportunities for the establishment of a regional and district recreational trails network, and other recreational opportunities, located to take full advantage of the diverse scenic amenity values and experiences provided by the Fraser Coast, including linking to the urban open space network, public transport and community facilities.

4.4.2.3 Mapping

Figure 14 – Landscape (Scenic Amenity) - Fraser Coast

Figure 15 - Urban Breaks – Hervey Bay



View type category	Strategic view locations	
Coastal Landscape Views	View 1	View of Great Sandy Strait and Fraser Island from coastal fishing villages (e.g. Burrum Heads, Toogoom, River Heads, Maaroom, Boonooroo, Poona & Tinnanbar)
	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
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
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
	View 10	Views of Hervey Bay from Takura lookout, Vernon State Forest
	View 11	Views of coastal lowlands from the edge of the hinterland range at Mount Doongul lookout
	View 12	Views of coastal lowlands from the edge of the hinterland range at Mount Benarige lookout
Townscape and Built Heritage Views	View 13	Gateway View towards Hervey Bay and Great Sandy Strait from Scrub Hill
	View 14	View across the Mary River towards Maryborough City Centre from Granville Bridge

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LEGEND

- Ghost Hill Ridgeline
- Bicentennial Trail

Road

- Highway
- Arterial & Sub Arterial
- Local Street
- Railway
- Strategic Views

Landscape Types

- FORESTED PEAKS AND HILLS
- RURAL TRIBUTARY VALLEYS AND HILLS
- UNDULATING FORESTED LOWLANDS
- UNDULATING FARMLAND MOSAIC
- ALLUVIAL FARMLAND MOSAIC
- ESTUARIES AND COASTAL FORESHORES WITH WALLUM
- BROAD RIVER VALLEY
- COASTAL DUNES AND BEACHES
- OCEAN PASSAGE

N

0 2 4 8 12 16 20
Kilometres

1:400,000 (at A3)

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

Fraser Coast Regional Council

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Buckley Vann TOWN PLANNING CONSULTANTS

Fraser Coast Regional Council
Sustainable Growth Strategy 2031

Landscape (Scenic Amenity) - Fraser Coast

Figure 14

Date: 11 July 2011 Rev: D

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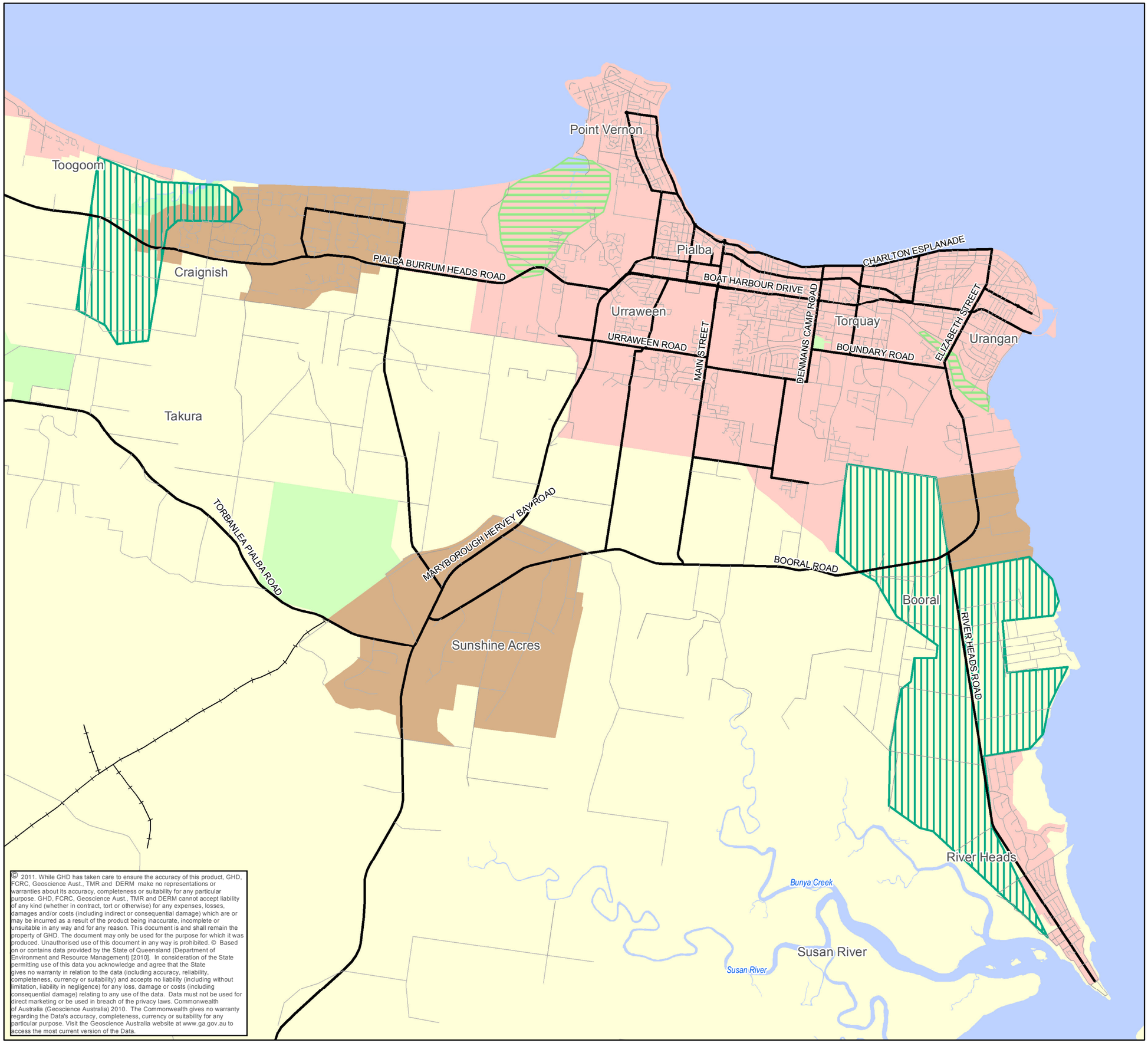

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LEGEND

- Intra-urban Break
- Inter-urban Break
- Protected Areas of Queensland (estate)

Road

- Arterial & Sub Arterial
- Local Street
- Railway
- Watercourse/body

Fraser Coast Regional Council Proposed Settlement Pattern

- Urban Footprint
- Regional Landscape and Rural Production Area
- Rural Living Area

N

0 0.4 0.8 1.6 2.4 3.2 4

Kilometres

1:80,000 (at A3)

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

Fraser Coast REGIONAL COUNCIL

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Fraser Coast Regional Council
Sustainable Growth Strategy 2031

Urban Breaks - Hervey Bay

Figure 15

Date: 13 July 2011 Rev: D

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

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

Figure 15 depicts the key urban breaks in Hervey Bay.

4.4.2.4 Strategic Outcomes

Strategic Outcome – Landscape character is maintained, protected and enhanced	
Key Issues	Implementation Measures
1. The form, settlement pattern and location of development in the Fraser Coast will lead to the protection and enhancement of its image, landscape character and scenic amenity values, including elements which contribute to views to and from these elements. 2. Development will maintain, protect and enhance: a. areas of high scenic amenity; b. significant views, viewpoints and public access to these areas; c. features, attributes and values of landscape character and scenic amenity and their contribution to image; d. visually significant vegetation; e. important topographic features such as ridgelines and waterways; f. edges, nodes, landmarks and pathways to reinforce their role and contribution to legibility and distinctiveness within each locality; g. the landscape attributes of the Ghost Hill ridgeline as part of local area and structure planning of Doolong and Nikenbah; h. the scenic value of Good Quality Agricultural Land (GQAL) and other	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Protection of the integrity of the identified landscape character types and their significant landscape character values and contribution to the Fraser Coast image. These areas will need to be protected from urban development by retaining them in their current form as rural lands or, as public open space, integrated with open space for recreation, inter-urban and intra-urban breaks, ecological corridors and, where appropriate, development will contribute to revegetation. Generally, this will include areas identified on Figure 14 – Landscape (Scenic Amenity) including: – rural landscapes and rural production areas; – exposed hillsides highly visible from a multitude of locations; – ridgelines silhouetted against the sky forming a distinct edge to the landscape; – floodplain and coastal landscapes within view of elevated locations such that minor vegetation and minor landform does not obscure views which can extend for some distance across the landscape. This will also include lowland areas visible from major transport routes; and – significant views from major roads and main

rural lands; and i. the scenic value of Fraser Coast foreshores and other coastal lands.	centres of settlements to regionally significant landscape elements; b. The planning scheme also needs to consider: – suitable provisions relating to the form, height, scale, landform alterations, vegetation clearing and location of development for each of the mapped Landscape Character Types; – infrastructure, industry and extractive industries are screened and integrated to minimise impacts on scenic amenity and landscape character; – local agribusiness and tourism are permitted (subject to appropriate criteria) to assist in providing economic imperative for the protection of landscape character; – landscape character of the following areas is protected and maintained in a predominantly natural form, for their visual amenity value and value to the economy: ▪ Fraser Island and the Great Sandy Strait; ▪ coastal riparian areas; ▪ inter-urban breaks between Maryborough and Tiaro, Maryborough and Hervey Bay, Hervey Bay and River Heads and Hervey Bay and Toogoom; ▪ Ghost Hill ridgeline; ▪ Mary River and tributaries including foreshore areas; and ▪ rural ridgelines particularly those visible from the main transport routes and strategic viewpoints. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Plan and design major new transport corridors (road and rail) to maintain and align with significant landscape character and scenic amenity areas; 2. Design other major infrastructure (main road entries, bridges, towers etc) designed as attractive and memorable landmarks making a positive contribution to landscape character; and 3. Aligning important streets with significant landscape features.

Strategic Outcome – Inter-urban breaks are maintained and protected and intra urban breaks are established, protected and enhanced.	
Key Issues	Implementation Measures
1. The form, settlement pattern and location of development in the Fraser Coast will maintain and protect extensive inter-urban breaks between regional cities, towns and suburbs so that: a. urban areas contribute to biodiversity within the Fraser Coast; b. regional cities and towns: ▪ have clearly defined edges and it is clear where urban areas finish and the rural areas begin; and ▪ are surrounded and connected by the natural environment and landscapes of a rural and semi-rural nature; and c. the Fraser Coast retains its unique image formed by the natural environment, landscape character types, features and elements, and these continue to be the most prominent features within the Fraser Coast and broader WBB Region. 2. Development will establish, protect and enhance green corridors in the form of intra-urban breaks through regional cities, towns and suburbs to create distinct neighbourhoods, sense of place and identity. Intra-urban breaks will be characterised by: a. rivers, waterways, creeks and wetlands in their natural state; b. ecologically significant areas associated with remnant vegetation, ecological corridors and non-remnant vegetation that contributes to an ecological significant area; c. features and elements that contribute to the landscape	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Inter and intra-urban breaks are described as 'green' breaks between and within urban areas, sufficient for a wide range of characteristics (including views to farmland and grazing, forests, wildlife movement and waterways) and function as a buffer to urban development; b. While less than 10% of the Fraser Coast will be allocated for urban development in the form of discrete cities, towns and townships, the remaining 90% of the Fraser Coast will be 'green' and maintained as inter-urban breaks. Maintaining extensive inter-urban breaks in the Fraser Coast will be important to: – separate cities and towns in the Fraser Coast, each with a distinct sense of identity; – provide and maintain ecological processes and the natural functioning of ecosystem services including natural water cycle management (rivers, creeks, floodplains and wetlands), retention of natural vegetation and wildlife movement through ecological corridors; – maintain rural areas for agricultural purposes and retain good quality agricultural lands; and – encourage and provide for certain land uses requiring non-urban locations (subject to demonstrating that they are compatible with the purpose of inter-urban breaks); c. There are a number of points within the inter and intra-urban breaks between existing and future urban areas that are under commercial pressure for continuous 'strip' or 'ribbon' development. It will be important that these key areas are protected and enhanced to maintain their long term functioning as effective inter-urban or intra-urban breaks (see Figure 15 for intra-urban breaks in Hervey Bay). Vulnerable areas in the Fraser Coast include the areas between: – Maryborough and Hervey Bay;

character and scenic amenity of the area including but not limited to ridgelines, forested hill slopes, important views and view corridors; and d. recreational open space linking to district, city and regional open space networks within the broader WBB region.	– Booral and River Heads; – Craignish and Toogoom; – Maryborough and Aldershot; – Hervey Bay and Dundowran Beach; and – the area between Hervey Bay and Pulgul Creek industrial estate; d. It is intended to draft structure plans and supporting planning scheme amendments for future community areas and include provisions for new development within the urban footprint, to maintain the land within the extensive inter-urban break areas of the Fraser Coast for non-urban development and purposes that protect and enhance the Fraser Coast image and support its role as a broad open space area. These uses and activities will include: – rural and semi-rural uses; – existing acreage communities; – existing coastal communities and towns; – natural environment values and ecosystem services (bushland, habitat, semi-forested areas, ecological corridors, waterways, water supply catchments, flood plain protection etc); and – open space and recreation opportunities; e. It is also intended to maintain and establish green corridors in the form of intra-urban breaks through cities and towns in the Fraser Coast. Intra-urban breaks are smaller in scale than inter-urban breaks and have an important role in separating urban areas into distinct and identifiable neighbourhoods; f. Wherever possible, intra-urban breaks will be publicly owned and integrated as part of the open space network, including linking to regional trails and other recreation opportunities and aligned with the location of natural features such as ecological corridors, waterways, creeks, ridgelines, views and areas of high scenic value; and g. It is intended to identify intra-urban breaks as part of the structure planning process and include provisions to ensure their establishment and protection. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Encouraging community and Landcare groups to negotiate with interested land owners in areas of high scenic amenity to undertake landscaping and restoration works to maintain and enhance inter and

	intra urban breaks; and 2. Generally conducting its business using the overarching principles outlined in the strategies/key issues, including limiting road signage, billboards and signage in sensitive locations.
Strategic Outcome – Development maintains and protects scenic amenity values and corridors	
Key Issues	Implementation Measures
Development will maintain and protect the scenic amenity values and the combination of landscape character elements associated with scenic corridors important to the Fraser Coast's image and the experience they provide to residents and visitors to the Fraser Coast.	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. The road network in the Fraser Coast forms the basis for the visual impressions and experience of the characteristic patterns of coastal ranges, river valleys, creek crossings, towns and the mosaic of forested and open and farming landscapes. b. Consider the designation of particular routes as 'Scenic Corridors' to protect the high scenic amenity values and experience residents and visitors currently enjoy while travelling through the Fraser Coast. Scenic corridors may be nominated along major and minor transit routes identified as important to the Fraser Coast's character, and which require the management of views identified in Figure 14 and their immediate landscape setting. Additional scenic corridors may need to be identified as part of any structure planning process; and c. Consider the management of views and the immediate landscape setting along scenic corridors, subject to visual sensitivity of landscape elements, by requiring: – re-vegetation and screening of infrastructure in the inter and intra urban breaks; – identification and enhancement at the local level of views to areas of high scenic value and view corridors, for example across river valleys and rural landscapes and to forested coastal ranges; – minimum setbacks to boundaries; – fence types and entry statements; – screening of highways and railways from adjacent urban development by integrating 'soft' landscape measures rather than acoustic fences; – limiting the location, scale and height of development and infrastructure; – limiting billboards and other commercial signage; and

	– retaining and enhancing roadside vegetation and rural features. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Encouraging community and Landcare groups to negotiate with interested land owners in areas of high scenic amenity to undertake landscaping and restoration works to maintain and enhance scenic corridors; and 2. Generally conducting its business using the overarching principles outlined in the strategies/key issues.

4.5 A Vibrant Community and Culture

4.5.1 Community Wellbeing Strategy

4.5.1.1 Purpose

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

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

4.5.1.2 Strategy Overview

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

1. planning for improvements to social infrastructure;
2. supporting community cohesiveness and individual opportunity; and
3. considering key health determinants, including:

– development and maintenance of environments that support healthy lifestyles;
– reducing social isolation, particularly for older people;
– supporting education, employment, family relationships and housing for young people, as well as increasing the level of physical activity, improving nutrition and addressing the growing problem of overweight and obesity in young people;
– targeting unemployment, transport difficulties, and lack of affordable housing for people suffering social disadvantage, especially in outlying areas;
– ensuring housing, employment and transport for Aboriginal and Torres Strait Islander people;
– promoting adequate support services and facilities for people with disabilities; and
– working to address crime against the person and property.

4.5.1.3 Mapping

No mapping is applicable to this strategy.

4.5.1.2 Strategic Outcomes

Strategic Outcome – Healthy active lifestyles are promoted and encouraged	
Key Issues	**Implementation Measures**
1. Development contributes to healthy lifestyles for all residents by maximising accessibility to: a. walk and cycle networks; b. community and social facilities; c. education and employment opportunities; and d. healthy food. 2. Urban and rural lifestyles are protected and local sources of healthy food maintained through the preservation of rural land and good quality agricultural land in particular. 3. The exposure of communities to risks from natural hazards and events is minimised and effective systems are in place to manage outcomes if they occur. 4. Communities are designed to minimise crime and maximise the safety of residents. In particular: – new development contributes a living environment in which residents feel safe and crime is minimised; and – neighbourhoods have a mix of land uses which are characterised by casual surveillance and a high level of activity on the street. 5. Rural communities are supported and encouraged through active monitoring of levels of service and planning for limited additional growth in the rural townships, in accordance with the Settlement and Built Form strategy. 6. In accordance with the Open Space, Natural Environment and Landscape Character and Scenic Amenity Strategies, all residents have access to natural open space for sport, recreation and reflection purposes through protection and enhancement of the "green character", wilderness and biodiversity of the region, throughout the Fraser Coast. 7. All communities have access to green areas and green corridors throughout the urban environment including through ensuring new development contributes to the availability of:	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Including statements in the Strategic Framework and other high level outcomes which link the physical design of neighbourhoods with community wellbeing; b. Rural zone criteria and overlay mapping reflecting a commitment to preserving the role of rural land in supporting the supply of locally based healthy food; c. Including built form and locational criteria in codes and guidelines, requiring new development to consider aspects of community wellbeing, including awnings and other sun shading; private open space, end-of-trip facilities in employment uses; and d. Including best practice crime prevention through environmental design (CPTED) principles in codes and outcome statements. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Healthy lifestyle programs run by community groups and State and Commonwealth governments as part of Council's community development role; 2. Habitat and biodiversity protection as part of Council's environment protection role; 3. The provision of and access to

a. usable on-site open space, public space and communal areas to promote activity; and b. high quality, safe and well maintained sport and recreational facilities including appropriate sporting activities for older people, children's playgrounds and activity spaces for youth (for example, including basketball hoops, shade, seating, toilets, drinking fountains etc). 8. Provision of: a. public/ civic spaces for socialisation, physical activity, celebrations and events; b. streetscapes that encourage activity, including appealing landscaping, park furniture, drinking fountains and lighting; and c. leisure and entertainment opportunities, especially for older and younger people, including the adequate provision of larger civic spaces for events and entertainment and smaller spaces for relaxation and social interaction. 9. Employment areas are connected to public transport and walking and cycling networks. 10. New development in industrial and commercial areas and other employment locations contributes to infrastructure and facilities which support active transport options (for example, end of trip facilities, bike security, shade structures).	community and social services for communities and residents of all ages as part of Council's community development role; 4. Minimising crime by increasing the use of public spaces and the number of people on the street, and strategically locating public spaces and transport nodes to ensure public spaces achieve a 'critical mass' of activity; 5. Provision of open space and recreation facilities, bike and pedestrian paths and community and social infrastructure for communities and residents as part of Council's community development role; 6. Good environmental practices which safeguard water quality and a healthy natural environment (e.g. clean air and water, biodiversity); 7. Facilitating recycling; 8. Building and encouraging shade in public areas to provide shelter from the sun, rain and wind and providing drinking water in public areas, wherever possible; 9. Promoting sustainable energy use; and 10. Implementing effective disaster management planning to minimise impacts of natural hazards and events on the community.
Strategic Outcomes – Accessibility to services, facilities and communication networks is maximised	
Key Issues	Implementation Measures
1. Development opportunities are maximised in areas which have good access to public transport, employment, education and services. 2. Active transport is promoted within the community, including the provision of pedestrian and cycle networks which link residential development, public transport, schools, business places, vital facilities and services and sport and recreational facilities. 3. Universal/ accessible design principles are used when designing street crossings, and footpaths for example. 4. Maximise access of all residents to high speed internet connections, phone, radio and TV communication networks equitably across the region.	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Maximising the proportion of the population having access to public and active transport options; and b. Facilitating and encouraging new development to contribute to: – active transport principles and outcomes; – universal access principles; and – access to highest quality communications technology for all residents.

	Possible non-statutory measures: As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Identifying applicable State and Commonwealth initiatives which may support funding of these outcomes; 2. Liaising directly with key government agencies to identify programs providing facilities and services to local areas; and 3. Examining best practice activities and programs in other local government areas.
Strategic Outcome – Development contributes to a sense of identity and belonging	
Key Issues	Implementation Measures
1. Public and civic spaces are identified and supported as the focus of community identity at regional, regional city and local levels. 2. Development contributes to the availability of distinctive, legible and well designed urban areas which provide a sense of place, community, health and safety, accessibility and social interaction. 3. Routes to local landmarks are clearly identified and promoted using high quality building design which contributes to the function and attractiveness of local areas. 4. Lively and vibrant town centres providing a focal point for community activity are established. 5. Reinforce the cultural heritage values of the Fraser Coast, including the preservation and enhancement of places of natural, historic and cultural significance. 6. Diverse and inclusive communities and neighbourhoods are encouraged by: a. fostering opportunities for diverse cultural experiences; b. attracting younger people by addressing employment and affordability issues; c. encouraging well designed, accessible public spaces; d. providing connected pedestrian and cycling networks; and	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Ensuring new development has regard for the Settlement Pattern and Built Form Strategy, the Residential Strategy and the Economic Activity Strategy, with respect to the location of new centres and expansion of existing centres, and the design of new housing forms; b. Ensuring code criteria for centre design based on best practice, bearing in mind the need to encourage a vernacular built form style for the Fraser Coast; and c. Ensuring new development has regard for the Cultural Heritage Strategy and associated code provisions. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Using the overarching principles outlined in the key issues, particularly in the design of

e. encouraging diverse housing types and densities and mixed land uses.	public spaces and local landmarks and their connection to active transport networks.
Strategic Outcome – Community engagement processes facilitate participation and empowerment	
Key Issues	Implementation Measures
1. Develop comprehensive and good quality community engagement processes; 2. Promote community development aimed at strengthening of communities; 3. Minimise the effects of new development on residents' way of life, culture and community; 4. Strengthen the effectiveness of community representation, leadership and influence; and 5. Ensure community access to elected representatives.	**Statutory measures:** There are no statutory measures identified for the implementation of these key issues. The planning scheme is not a central tool in achieving these outcomes, although engagement in the planning process is to be encouraged as a key opportunity for empowerment and participation. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Improving resources for community development programs within Council.
Strategic Outcome – Planning promotes education and continuous learning	
Key Issues	Implementation Measures
1. Promote the establishment of university, vocational training and research and development facilities within Maryborough and Hervey Bay, as a central element in improving economic and employment outcomes in the Fraser Coast; 2. Investigate opportunities to establish research and development facilities which leverage off and support new and innovative economic activities present in the region; and 3. Encourage a 'continuous learning philosophy' for all residents.	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, which seek to support the strategy and address the key issues, such as the following: a. Identifying suitable sites in structure plans and the planning scheme for higher educational and vocational training facilities and research and development campuses, for discussion with relevant State and Commonwealth agencies; b. Facilitating the expansion of existing higher educational and vocational training facilities; and c. Investigating other forms of land use and statutory planning incentives for encouraging the provision of higher educational and research and development campuses as part of economic development proposals.

	Possible non-statutory measures: As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Marketing activities and economic development strategies for the major urban areas; 2. Working in conjunction with State and Commonwealth government education and vocational training agencies, and the private sector, to promote the establishment of higher educational and research and development campuses in the longer term; 3. Promoting synergies between training facilities and research and development units through co-location, and through mutual cooperation between each other and with industry partners; 4. Investigating educational and research and development opportunities which build on local economic advantages and assets, as part of preparing and implementing economic development strategies for the major urban areas; and 5. Encouraging private sector industries to incorporate a vocational training and/or research and development component in their industry development proposals.

4.5.2 Community Facilities and Social Infrastructure Strategy

4.5.2.1 Purpose

The purpose of the Community Facilities and Social Infrastructure Strategy is to provide a wide range of community facilities infrastructure in the Fraser Coast, particularly in the cities and towns. This will be achieved through:

1. identifying a robust community facilities hierarchy; and
2. articulating desired standards of service with regard to best practice planning principles for the establishment and timely provision of community facilities infrastructure for all residents.

The Community Facilities and Social Infrastructure Strategy will be fundamental to:

- building complete and well resourced principal cities;
- providing an important foundation for economic prosperity;
- assisting residents to develop life skills; and
- bringing people together to form friendships and support networks.

The human and civic assets provided in the Fraser Coast will create the social and economic legacy for current and future generations of Fraser Coast residents and visitors.

4.5.2.2 Strategy Overview

The Community Facilities and Social Infrastructure Strategy seeks to deliver community facilities and social infrastructure outcomes that:

1. accord with the policy direction and objectives of the draft WBB Regional Plan in a manner that supports and is consistent with the planning vision for the Fraser Coast as a happy, safe and inclusive place in which to live, work and play;
2. ensure all cities and towns in the Fraser Coast are provided with an appropriate range of community facilities infrastructure to meet the needs of urban residents and those of the communities in surrounding rural and coastal towns, townships and communities;
3. distribute higher order community facilities to cities and towns according to their size, role and function;
4. provide and protect for the long term stocks of public land to maximise the range of community facilities infrastructure to be provided;
5. ensure community facility infrastructure is appropriately located to create community hubs, maximises access to public transport, cycling and pedestrian connectivity and is integrated with other community facilities, recreational uses, residential areas and centres in the urban fabric;
6. ensure community facilities infrastructure occurs as required by new development while maintaining the financial sustainability of the local government;
7. ensure a focus on quality urban design outcomes underpins decision making, with importance placed on the design and functionality of buildings, adaptability over time and the creation of quality 'spaces and places' for people and community activities; and
8. encourage the design and management of community facilities infrastructure to be flexible to accord with best practice model service delivery.

4.5.2.3 Mapping

No mapping is applicable to this strategy.

4.5.2.4 Strategic Outcomes

Strategic Outcome – A hierarchy is established to ensure the availability of community facilities	
Key Issues	Implementation Measures
1. Develop a preferred Fraser Coast community facilities hierarchy, reflecting the network of centres hierarchy, to enable the full range, size, function and scale of community facilities infrastructure to be provided. 2. Where appropriate, maintain existing stocks of publicly owned land and acquire additional land	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Including a high level commitment in the Strategic Framework and outcome statements to the purpose of this strategy; b. Identifying and protecting areas suitable as medical and allied health precincts within Maryborough and Hervey

in locations within and close to cities and towns. All publicly owned and managed land used for community facilities infrastructure will have regard to: a. an agreed Fraser Coast community facilities hierarchy; b. desired standards of service for community facilities infrastructure provision with regard to minimum best practice; and c. a structure plan for each future community area. 3. Through the Fraser Coast Priority Infrastructure Plan, development within future community areas will contribute to land for community facilities infrastructure specified in the hierarchy: a. at a rate of provision that meets the Fraser Coast community facilities benchmarks and standards commensurate with the nature, setting and intended use of the community facilities infrastructure; and b. that is appropriately located and integrated with the open space network, public transport, other community facilities, centres and residential areas to provide high levels of accessibility, proximity and connectivity for all residents and visitors. 4. In providing community facilities infrastructure within the Fraser Coast, opportunities to maximise the use of existing community facilities infrastructure are identified and exploited where it can be determined that a particular existing community facility is: a. under-utilised in terms of its capacity and performance; and b. appropriately located so as to be highly accessible by the catchment it is serving and likely to attain maximum usage. 5. Community facilities infrastructure	Bay, potentially encapsulating the public and private hospitals for example; c. Including a Community Facilities Code or similar provisions establishing a hierarchy of services which reflects the outcomes of the *Community Health and Wellbeing Assessment. A planning study supporting the Fraser Coast 2031: Sustainable Growth Strategy Project - Briggs and Mortar 2011* and to the network of centres hierarchy, which ensures new development is accessible to relevant services; d. Ensuring the Priority Infrastructure Plan establishes desired standards of service which reflect the network of centres and community facilities hierarchies, noting that only the land component for community facilities can be included. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Identifying desired standards of services which support community development objectives; 2. Reviewing the capacity of existing facilities, and identify opportunities for maximising the effectiveness of existing facilities; and 3. Encouraging good design outcomes of publicly provided community infrastructure.

is designed and constructed to: a. support the purposes for which it will be used; b. enable adaptation over time; c. enable expansion over time; and d. a scale, size and function that can provide for and support the intended program, spaces and service delivery needs for its intended role in the hierarchy. 6. Where appropriate, community facilities infrastructure is designed to be flexible and multi-purpose, providing for a range of community uses and some low-key commercial uses. 7. Design of public main streets, civic squares, parks and community facilities infrastructure has regard for best practice qualities.	
Strategic Outcome – Facilities are co-located in accessible locations	
Key Issues	Implementation Measures
1. As far as possible, compatible community facilities are located in activity centres with public transport access. 2. Community facilities are co-located and integrated with other community and social infrastructure and recreation services where: a. there are potential mutual benefits for co-location; b. there are similarities in purpose and shared values with the community facilities and services to be co-located; c. the community facilities are of a similar or complementary scale; d. there is land available for the range of proposed uses; and e. agencies and providers are willing to cooperate and facilitate the co-location. 3. Development contributes to the provision of high levels of pedestrian, cycling and recreation	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Including a high level commitment in the Strategic Framework and outcome statements to the objectives of this strategy, in particular that co-location of facilities is encouraged in accordance with this and other strategies; and b. The linking of active transport and community facilities strategies to facilitate accessibility to community facilities in new development. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Facilitating discussion between relevant agencies and providers about the benefits of co-location; 2. Identifying opportunities for co-location and actively planning for co-location to occur; and 3. Linking planning for pedestrian and cycle facilities with

trails to link community facilities infrastructure internally within cities, towns, townships and communities. 4. The location and design of community facilities infrastructure reflects best practice urban design principles so that new and upgraded facilities contribute to the building of vibrant and exciting centres and communities. In particular, community facilities are: a. co-located with compatible uses to contribute to the creation of community hubs with public transport access; b. of a character and design that is attractive, memorable and appropriate to the intended role and function in the community facilities hierarchy and the locality; c. designed to be flexible and adaptable over time to accommodate expansion and different community uses as community needs change; d. designed to ensure buildings address and enhance public streets, spaces, parks and views; e. based on best practice energy and water efficiency principles so as to minimise consumption of resources; and f. based on best practice crime prevention through environmental design (CPTED) principles.	the planning for co-location of community facilities.

4.5.3 Open Space Strategy

4.5.3.1 Purpose

The purpose of the Open Space Strategy is to facilitate the provision of high quality urban open space in the Fraser Coast by:

1. identifying the preferred open space network, hierarchy and park function;
2. providing diversity in park values, experiences and settings;

3. ensuring the provision of public park infrastructure to a standard which meets community needs; and
4. connecting cities, towns, townships and communities with the wider open space network of the Fraser Coast and the WBB region.

The Open Space Strategy will be fundamental to building complete communities and will provide an important foundation for economic prosperity and community well-being. This in turn will enhance the liveability of the Fraser Coast, making it even more attractive as a locality in which to live, work and play.

4.5.3.2 Strategy Overview

The Open Space Strategy seeks to deliver open space outcomes that:

1. accord with the policy direction and objectives of the draft WBB Regional Plan in a manner that supports and is consistent with the planning vision for the Fraser Coast as a happy, safe and inclusive place in which to live, work and play and as a place where there is equitable access to quality services and facilities;
2. provide a wide range of park values, settings, functions and experiences for residents and visitors to the Fraser Coast;
3. maximize the use of public land, a full range of sport and recreation opportunities and high standards of facilities for public park infrastructure;
4. ensure public park infrastructure is appropriately located to maximise connectivity, accessibility and integration within the urban fabric and the wider open space network of the Fraser Coast and the WBB region;
5. result in public park infrastructure being provided in conjunction with the need for facilities, in accordance with Council's Desired Standards of Service; and
6. provide high quality urban design outcomes for parks and other landscaped areas to accord with best practice sustainability principles, with importance placed on the design and location of public 'spaces and places' for people.

4.5.3.3 Mapping

No mapping is applicable to this strategy.

4.5.3.4 Strategic Outcomes

Strategic Outcome – A hierarchy of open space supports a diverse range of park values, settings, functions and experiences	
Key Issues	Implementation Measures
1. New development responds to and addresses the key open space issues including the recommendations of *'Fraser Coast Regional Council Urban Open Space Strategy: Desired Service Standards' (Revised Final - March 2011, John Wood*	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions that seek to support the strategy and address the key issues, such as the following: a. The new Planning Scheme will include a priority infrastructure plan to ensure that adequate land is dedicated for an open space network in accordance with Council's desired standards of service; and

Consultancy Services) through Council's priority infrastructure plan, to be developed as part of the planning scheme. 2. Development is consistent with and contributes to the establishment of the preferred Fraser Coast urban open space network and hierarchy to provide a diverse range of park values, settings, functions and experiences for residents, including: a. environmental; b. landscape character and scenic amenity; c. cultural, social and historical, including affordable and age specific; d. economic; e. recreational; f. sporting; g. floodway management; and h. access and connectivity.	b. High level commitment is included in the Strategic Framework and other outcome statements, including in structure plans and local plans, to ensure a high standard of urban open space, and supporting code criteria, are included. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Continuing to liaise with State and Commonwealth government agencies to seek assistance with the provision of funding for park and recreation facilities to support the Fraser Coast's role in tourism and for health and lifestyle programs for residents; 2. Continuing to liaise with State and Commonwealth government agencies to support the prioritisation of open space policy issues which affect the economic development and recreation opportunities of the Fraser Coast Region; and 3. Possibly through a composite overlay, opportunities to link open space and recreation facilities walk and cycle networks and habitat and biodiversity areas are identified.
Strategic Outcome – A range of sport and recreation opportunities are provided, in alignment with the network of centres	
Key Issues	Implementation Measures
1. Development contributes to the provision of publicly owned and managed land for sport and recreation opportunities including: a. the provision of a wide range of sport and recreation opportunities, including land providing opportunities for major sporting events, in accordance with the Fraser Coast open space network, hierarchy, setting and assigned park function; b. sport and recreation facilities that are of a high standard and are designed and maintained to be commensurate with the nature, setting and intended use of the public park infrastructure;	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Consideration of recommendations of the 'Fraser Coast Regional Council Urban Open Space Strategy: Desired Service Standards' (Revised Final March 2011, John Wood Consultancy Services) in Council's priority infrastructure plan, to support development contributions towards park and recreation facilities; and b. High level commitment in the Strategic Framework and other outcome statements, including in structure plans and local plans, to ensure Council's standards of urban open space is achieved, through supporting code criteria for example.

c. high quality urban design outcomes in parks and recreation facilities; and d. landscaping, embellishments and other improvements to public park infrastructure appropriate to the setting, park function, character of the locality and to reinforce the distinctiveness of each.	**Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Continuing to improve parks and sporting facilities with appropriate shade and other facilities; 2. Developing park streets with the dual role of landscape character and pedestrian and bike way facilities that connect parks, foreshores and community and commercial areas; 3. Investigating the feasibility of developing the rail trail and other pedestrian facilities into an effective network; and 4. Creating linear parks and circuits.
Strategic Outcome – Development contributes to the sustainable use of open space	
Key Issues	Implementation Measures
1. Public park infrastructure and associated recreational and sporting activities are designed and managed to reflect best practice sustainability principles to: a. maintain, protect and enhance the values and attributes of open space and ecologically significant areas; b. be compatible with the long term management of the values and other uses of the park; c. maintain and protect the amenity of surrounding areas and land uses; d. be safe for public use; and e. minimise opportunities for crime. 2. Where appropriate and compatible, development will ensure public park infrastructure and associated recreational and sporting activities are designed to be multi-purpose.	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Consideration of recommendations of the 'Fraser Coast Regional Council Urban Open Space Strategy: Desired Service Standards' (Revised Final March 2011, John Wood Consultancy Services) in Council's priority infrastructure plan, to support development contributions towards park and recreation facilities; and b. A high level commitment in the Strategic Framework and other outcome statements, including in structure plans and local plans, to ensure Council's standards of urban open space are achieved through supporting code criteria, including CPTED criteria. **Possible non-statutory measures:** There are no possible non-statutory measures identified for the implementation of these key issues.

Strategic Outcome – Development maximises residents' connectivity and access to open space	
Key Issues	Implementation Measures
1. Development contributes to public park infrastructure which is located in accordance with the Open Space strategy and is integrated with the wider open space network, community facilities, centres and residential areas to provide high levels of accessibility, proximity and connectivity for all. 2. Development supports and contributes to the provision of a network of pedestrian, cycling and recreation trails to link public park infrastructure internally within cities, towns, townships and communities, and externally to the wider open space network of the Fraser Coast and regional trail network. 3. Development of future community and infill areas contributes to establishing, maintaining, and protecting green corridors of open space within cities, towns and townships to provide connectivity with the natural environment and landscape in accordance with the wider open space network of the Fraser Coast.	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Consideration of recommendations of the 'Fraser Coast Regional Council Urban Open Space Strategy: Desired Service Standards' (Revised Final March 2011, John Wood Consultancy Services) in Council's priority infrastructure plan, to support development contributions towards park and recreation facilities; and b. A high level commitment in the Strategic Framework and other outcome statements, including in structure plans and local plans, to ensure Council's standards of urban open space are achieved through supporting code criteria, including CPTED criteria. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Connecting recreation in parks to natural open space and foreshore areas through road and pathway construction; and 2. The upgrading of street planting on key road corridors and open space and recreation facilities to provide pleasant streetscapes, create shade and delineate neighbourhoods.

4.5.4 Cultural Heritage and Historic Character Strategy

4.5.4.1 Purpose

The purpose of the Cultural Heritage and Historic Character Strategy is to facilitate the protection and maintenance of the cultural and historical values of past Aboriginal and Torres Strait Islander residents and other residents of the Fraser Coast region. The Fraser Coast region has a rich history as a place of Aboriginal and Torres Strait Islander occupation. The various urban areas, towns, townships and communities, together with their surrounding rural and coastal environments contain many known and potential traditional owner cultural sites as well as many distinctive buildings, precincts and other features associated with non-indigenous history.

Indigenous traditional owner cultural heritage values are important to traditional owners because they provide a sense of identity for present and future generations. Engagement with indigenous traditional owners is essential, especially where information about such sites is sensitive and requires management and protection to be undertaken in partnership. There are significant statutory obligations associated with such recognition and protection.

In addition, the Fraser Coast, and Maryborough in particular, is known for its historic buildings, places, precincts and streetscapes which contribute to the character of the region as a whole. The Fraser Coast contains cities, towns, townships and communities whose attractiveness, local character, distinctive identity, historic fabric and street patterns have evolved over many years. It is important that future development continues in ways which respect, maintain and protect their respective uniqueness, identity and sense of place. Similarly, it is important to endeavor to retain places of significant historic value as a legacy for future generations.

The Cultural Heritage and Historic Character Strategy is intended to support the protection of cultural heritage assets and values within the Fraser Coast and ensure that:

1. all residents and visitors are encouraged to value, respect and celebrate the rich cultural heritage values of the Fraser Coast;
2. new development respects those values and contributes towards their protection and enhancement; and
3. engagement and consultation with Aboriginal and Torres Strait Islander peoples is a recognised part of the development process, particularly where values are potentially affected.

4.5.4.2 Strategy Overview

The Cultural Heritage and Historic Character Strategy has been drafted to deliver cultural heritage outcomes for Aboriginal and Torres Strait Islander and historic cultural values, in ways that:

1. meet the objectives and outcomes of the draft WBB Regional Plan in a manner that supports and is consistent with the planning vision in respect of cultural heritage values;
2. protect Aboriginal and Torres Strait Islander values which include artefact sites, locations of raw materials, stone artefact scatters, bora rings, connections with places and landscapes, and areas recognised by traditional owners for their spiritual importance;
3. recognise and where appropriate, protect other historic sites including municipal buildings, schools, churches, hotels, industrial premises, commercial buildings, farm homesteads, residential dwellings, railways, cemeteries, civic memorials, public parks, gardens and significant trees;
4. maintain and enhance the distinctive historic character formed by clusters of buildings and streetscapes within cities, towns, townships and communities in the Fraser Coast;
5. adopt an approach of avoidance and protection with regard to traditional owner sites, places and values, because of sensitivity about location of sites having a spiritual connection;
6. encourage all development proponents to carry out their legal obligations where Aboriginal and Torres Strait Islander cultural heritage sites are suspected or subsequently revealed, to engage in detailed investigations with the assistance of traditional owners and to formulate appropriate management responses for protecting these values; and
7. manage historic cultural heritage sites in accordance with the Burra Charter guidelines.

4.5.4.3 Mapping

No mapping is provided to support this strategy.

4.5.4.4 Strategic Outcomes

Strategic Outcome – Development recognises, protects and enhances sites, places and areas of Aboriginal and Torres Strait Islander cultural heritage significance	
Key Issues	Implementation Measures
1. Development protects and or avoids disturbance to known sites and values of cultural significance for Aboriginal and Torres Strait Islander traditional owners. 2. Development protects, manages and maintains landscapes and places of cultural heritage significance and connection for traditional owners. 3. Where necessary to protect cultural heritage assets and values, proponents of new development engage with Aboriginal and Torres Strait Islander people and other cultural heritage interest groups about their places of cultural heritage and social significance.	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Protecting or avoiding areas of known Aboriginal and Torres Strait Island cultural heritage through the development process; or b. In areas where development is anticipated, minimise the potential adverse impacts. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. As part of a broader consultation strategy, developing an engagement policy with Aboriginal and Torres Strait Islander people and other community groups and people about cultural heritage and other matters as appropriate; 2. Maintaining a database of known indigenous traditional owner cultural sites in collaboration with traditional owners; 3. Preparing a directory of traditional owners and other contact groups for use when dealing with matters of interest to indigenous groups or of indigenous traditional owner cultural significance; and 4. Preparing fact sheets to assist applicants to understand their legal responsibilities and processes where Aboriginal and Torres Strait Islander cultural heritage sites are suspected or subsequently revealed.

Strategic Outcome – Recognise, protect and enhance sites, places and areas of historic character and cultural heritage	
Key Issues	Implementation Measures
1. Development maintains, protects and enhances sites, streets and precincts of local cultural heritage significance. 2. Development maintains, protects and enhances the traditional and strong character and landscape values of cities, towns, townships and communities throughout the Fraser Coast. 3. Development in Maryborough maintains, protects and enhances the traditional town character including: a. historic buildings, streetscapes and grid street pattern in the Central Business District (CBD) and other areas; b. specific identity features including those identified in the '*Bridge to Brolga'* Study; and c. specific housing precincts where old 'tin and timber' style buildings prevail.	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Known sites, streets, precincts and places of cultural heritage significance are recognised and protected; b. Heritage values are considered in their historic and spatial contexts; c. New development respects, complements and enhances sites, streets, precincts, townships and towns of cultural heritage significance and./or historic character, including applications on land adjoining these areas ; d. Referencing or incorporating Council's Local Heritage Register; and e. Incorporating a planning scheme policy to provide detailed guidance to applicants in preparing development applications on land containing or adjoining a site or place of cultural heritage significance, including: – requiring a detailed assessment and management plan containing advice about potential impacts for developments on or adjoining sites or places of cultural heritage significance, how these can be avoided, minimised or mitigated and advice about remedial measures and costs; – projects in close proximity to cultural heritage sites incorporate advice from people skilled and experienced in conserving and managing such sites; and – sketches and diagrams demonstrating appropriate urban form and the design of public spaces to ensure the unique character, identity and social cohesion of identified places is not lost with the cumulative impacts of development over time. f. Including provisions to protect local character, including regulating demolition of character housing and commercial buildings. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Managing sites and places of cultural heritage significance

	in accordance with the principles and guidelines of the Burra Charter; 2. Developing a detailed Heritage Strategy for the Fraser Coast which includes the following: – a heritage register of places of cultural heritage significance; and – processes for managing and conserving cultural heritage places; and 3. Undertaking community consultation on potential sites for inclusion in the heritage register.

4.6 Integrated Land Use and Infrastructure

4.6.1 Sustainable Essential Utility Infrastructure Strategy

4.6.1.1 Purpose

The purpose of the Sustainable Essential Utility Infrastructure Strategy (encompassing water cycle management, solid waste management, energy and telecommunications) is to:

1. describe the preferred future networks for these infrastructure types for the Fraser Coast; and
2. identify the key infrastructure elements required to deliver it.

4.6.1.2 Strategy Overview

The Fraser Coast will continue to experience significant urban growth to 2031 and infrastructure planning is required to ensure that land will be reserved and protected in the right places for key uses, infrastructure and services which are needed in the long term.

It is important that future growth is not limited or compromised by short term objectives. In this regard, the urban development sequence for the Fraser Coast relies on the efficient and cost effective provision of infrastructure. In particular, infrastructure required to support future growth is not intended to impact unduly on the existing rate payers and will be funded through infrastructure charges or negotiated Infrastructure Agreements as intended by the *Sustainable Planning Act 2009.*

Pressures on our environment, including potential risks from climate change, flooding, storm surge and water supply across the region are key drivers to finding more sustainable ways to provide services to communities, particularly in the cities of Hervey Bay and Maryborough.

These pressures are driving an overhaul of the approach to the delivery of water, wastewater and stormwater services. Best practice approaches suggest that these elements should be viewed as integrated, rather than separate, services. A holistic approach offers the opportunity to reuse and recycle to maximise the availability of water as a precious resource. ‘Water Cycle Management’ recognises that:

1. the holistic management of the region’s high quality water supply is supported by the identification, protection and management of the water storage greater catchment areas;
2. both stormwater and effluent are a valuable resource that need to be managed effectively;

3. the re-use of stormwater and effluent after treatment reduces demand on the potable water resource and reduces waste generation and disposal;
4. where possible, reuse of treated effluent as a resource provides the added benefit of a solution to disposing of the treated effluent; and
5. water sensitive urban design principles that apply to the collection and conveyance of stormwater must be integrated into the design of cities, neighbourhoods and individual lots.

The projected significant population growth on the Fraser Coast to 2031 will also result in increased volumes of solid waste and a need to upgrade and provide new refuse and recycling facilities and collection services. It will be important to protect the long term expansion opportunities of the existing landfill and transfer station facilities, while also implementing waste reduction initiatives. This will assist in reducing demands on waste transportation and land based waste storage and management.

In terms of energy supply, the projected population growth will provide an excellent opportunity to incorporate sustainable energy supplies from renewable sources, so as to reduce reliance on energy sourced from the traditional coal fired power grid. This will enable the Fraser Coast as a whole to reduce energy consumption and greenhouse gas emissions in a meaningful way.

The Sustainable Essential Utility Infrastructure Strategy is intended to meet the draft WBB Regional Plan objectives and outcomes in manner that supports and is consistent with the planning vision for the Fraser Coast.

4.6.1.3 Mapping

Figure 16 – Infrastructure Regional Overview – Fraser Coast

Figure 17 – Sewer Infrastructure – Maryborough

Figure 18 – Sewer Infrastructure – Hervey Bay

Figure 19 – Sewer Infrastructure – Howard / Torbanlea / Burrum Heads / Toogoom

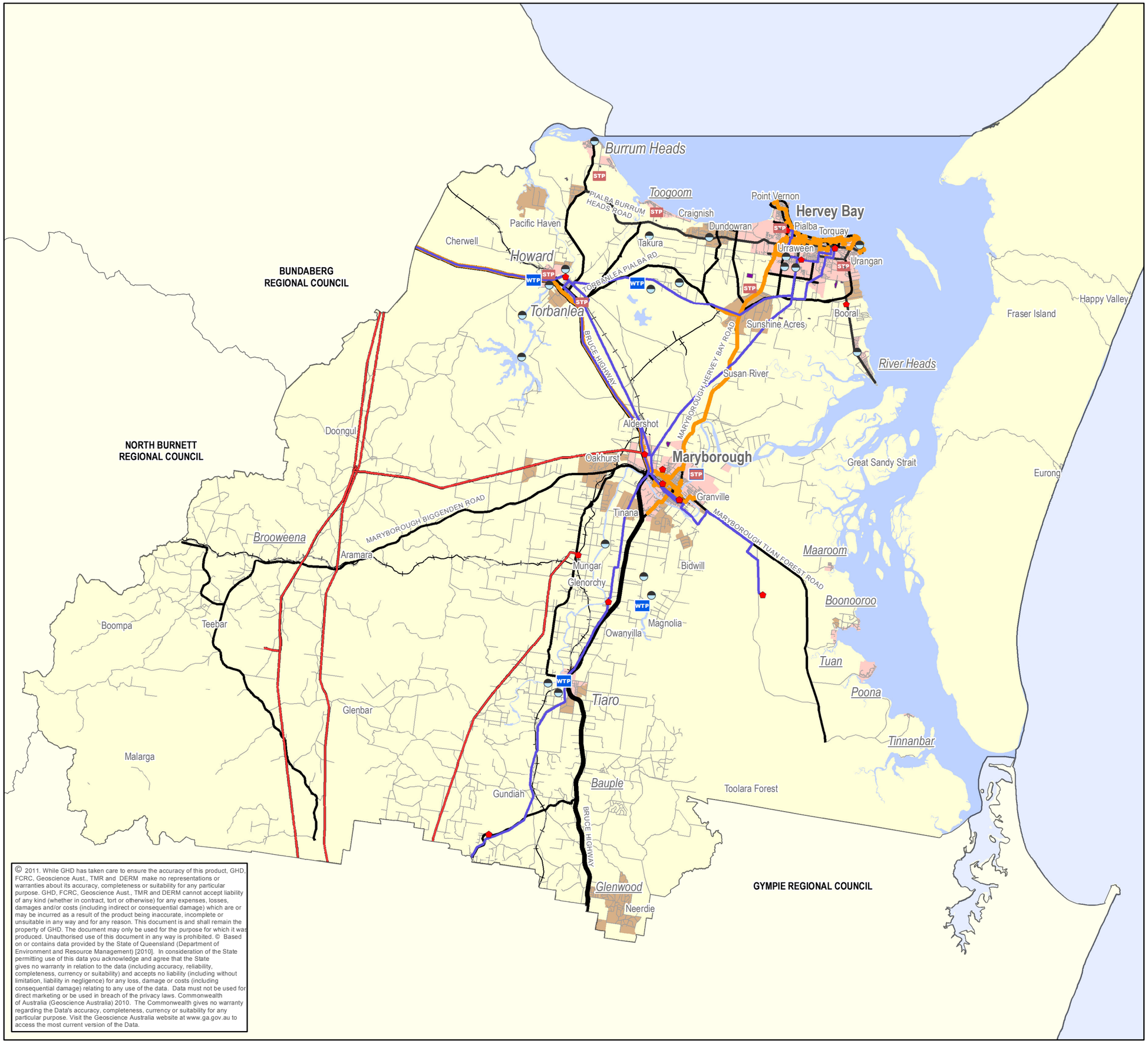
Figure 20 – Water Infrastructure – Maryborough

Figure 21 – Water Infrastructure – Hervey Bay

Figure 22 – Water Infrastructure – Tiaro / Burrum Heads / Toogoom

Figure 23 – Power and Gas Infrastructure – Maryborough

Figure 24 – Power and Gas Infrastructure - Hervey Bay



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LEGEND

- Gas Main

Powerline

- 132kV
- 66kV
- Zone Substation
- Sewer Treatment Plant
- Effluent Lagoon
- Water Treatment Plant
- Water Reservoir

Road

- Highway
- Arterial & Sub Arterial
- Local Street
- Railway
- Watercourse/body

Fraser Coast Regional Council Proposed Settlement Pattern

- Urban Footprint
- Regional Landscape & Rural Production Area
- Rural Living Area

N

0 2 4 8 12 16 20
Kilometres

1:400,000 (at A3)

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

Fraser Coast REGIONAL COUNCIL

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Buckley Vann TOWN PLANNING CONSULTANTS

Fraser Coast Regional Council
Sustainable Growth Strategy 2031

Infrastructure Regional Overview - Fraser Coast

Figure 16

Date: 11 July 2011 Rev: D

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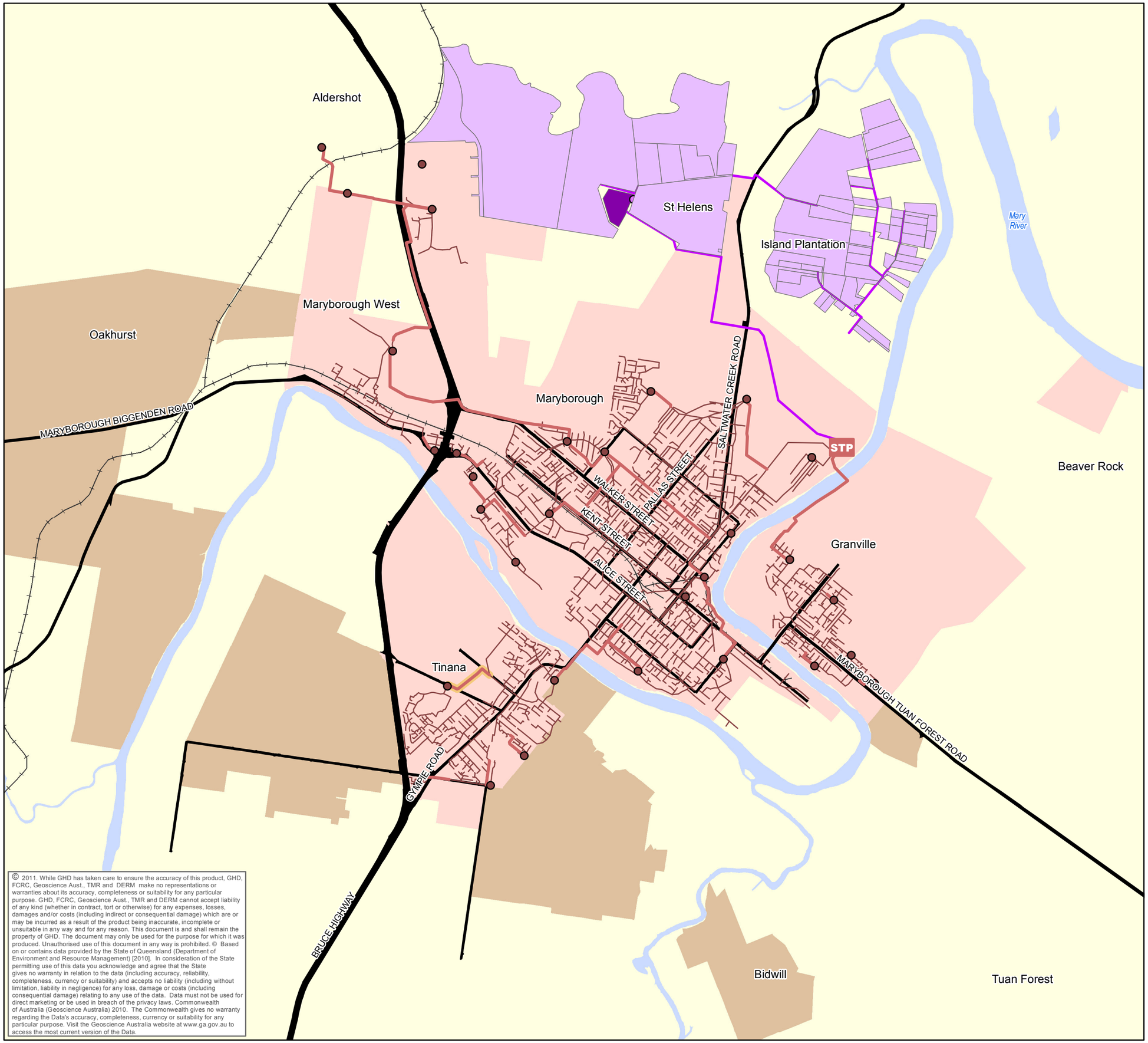

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LEGEND

Existing Sewer Trunk Infrastructure

- STP Sewer Treatment Plant
- Sewer Pump Station
- Sewer Trunk Gravity Main
- Sewer Rising Main

Existing Effluent Reuse Infrastructure

- Effluent Pump Station
- Effluent Main
- Effluent Lagoon
- Existing Irrigated Block

Future Sewer Trunk Infrastructure

- Sewer Trunk Infrastructure Augmentation

Road

- Highway
- Arterial & Collector Street
- Railway
- Watercourse/body

Fraser Coast Regional Council Proposed Settlement Pattern

- Urban Footprint
- Regional Landscape and Rural Production Area
- Rural Living Area

N

0 0.25 0.5 1 1.5 2 2.5
Kilometres

1:50,000 (at A3)

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

Fraser Coast REGIONAL COUNCIL

GHD CLIENTS | PEOPLE | PERFORMANCE

Buckley Vann TOWN PLANNING CONSULTANTS

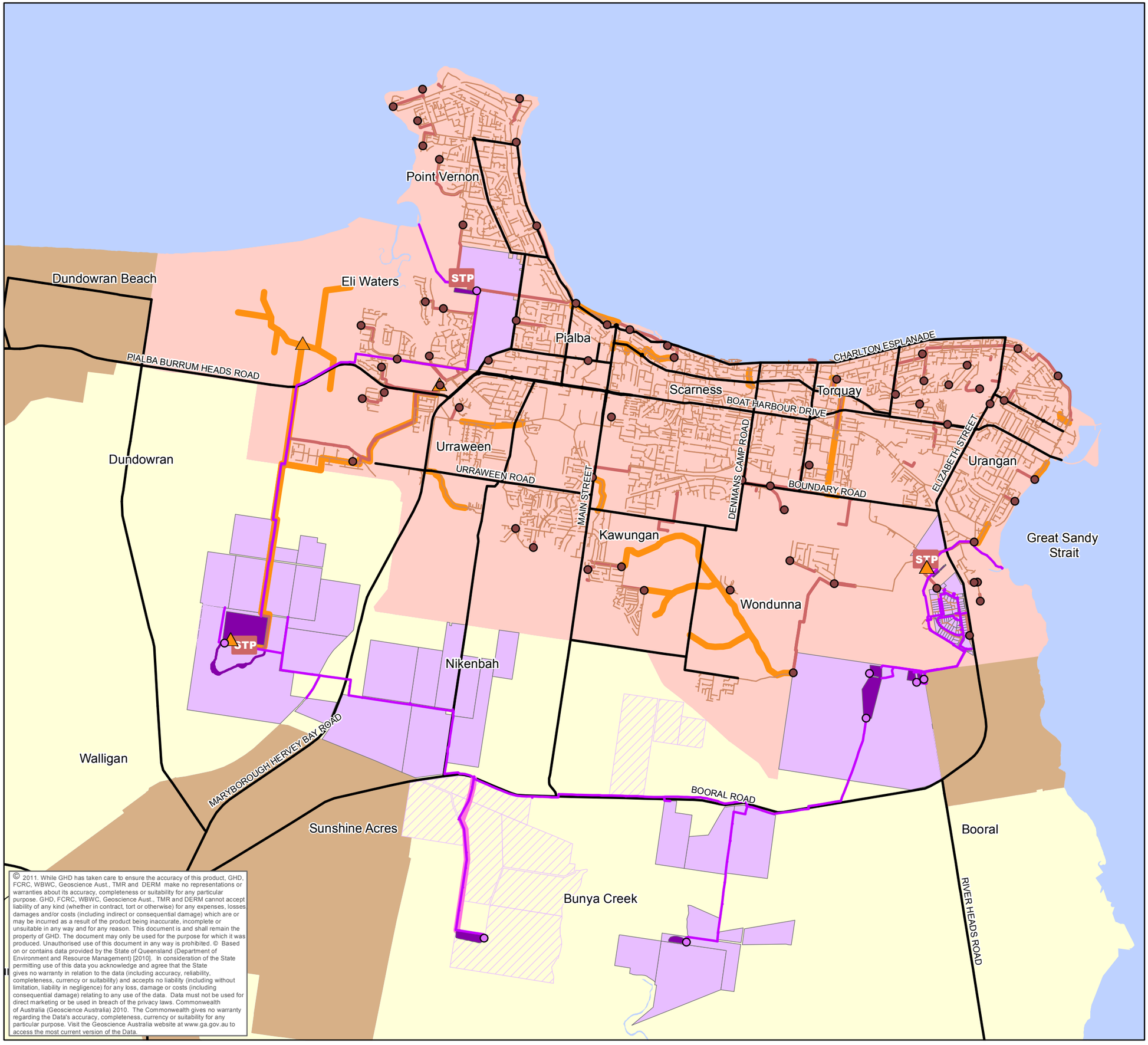
Fraser Coast Regional Council
Sustainable Growth Strategy 2031

Sewer Infrastructure - Maryborough

Figure 17

Date: 11 July 2011 Rev: D

58 Channon St Gympie QLD 4570 T 61 7 5480 6200 F 61 7 5480 6200 E gymmail@ghd.com W www.ghd.com



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LEGEND

Existing Sewer Trunk Infrastructure

- STP Sewer Treatment Plant
- Sewer Pump Station
- Sewer Trunk Gravity Main
- Sewer Rising Main

Existing Effluent Reuse Infrastructure

- Effluent Pump Station
- Effluent Main
- Effluent Lagoon
- Existing Irrigated Block

Future Sewer Infrastructure*

- Sewer Pump Station
- Trunk Sewer Main
- Proposed Irrigation Infrastructure
- Proposed Irrigated Block

Road

- Arterial & Sub Arterial
- Watercourse/body

Fraser Coast Regional Council Proposed Settlement Pattern

- Urban Footprint
- Regional Landscape and Rural Production Area
- Rural Living Area

* Excludes works to service proposed future residential footprint.
Future footprint to be determined in priority infrastructure planning.

N

0 0.25 0.5 1 1.5 2 2.5
Kilometres

1:55,000 (at A3)

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

Fraser Coast REGIONAL COUNCIL

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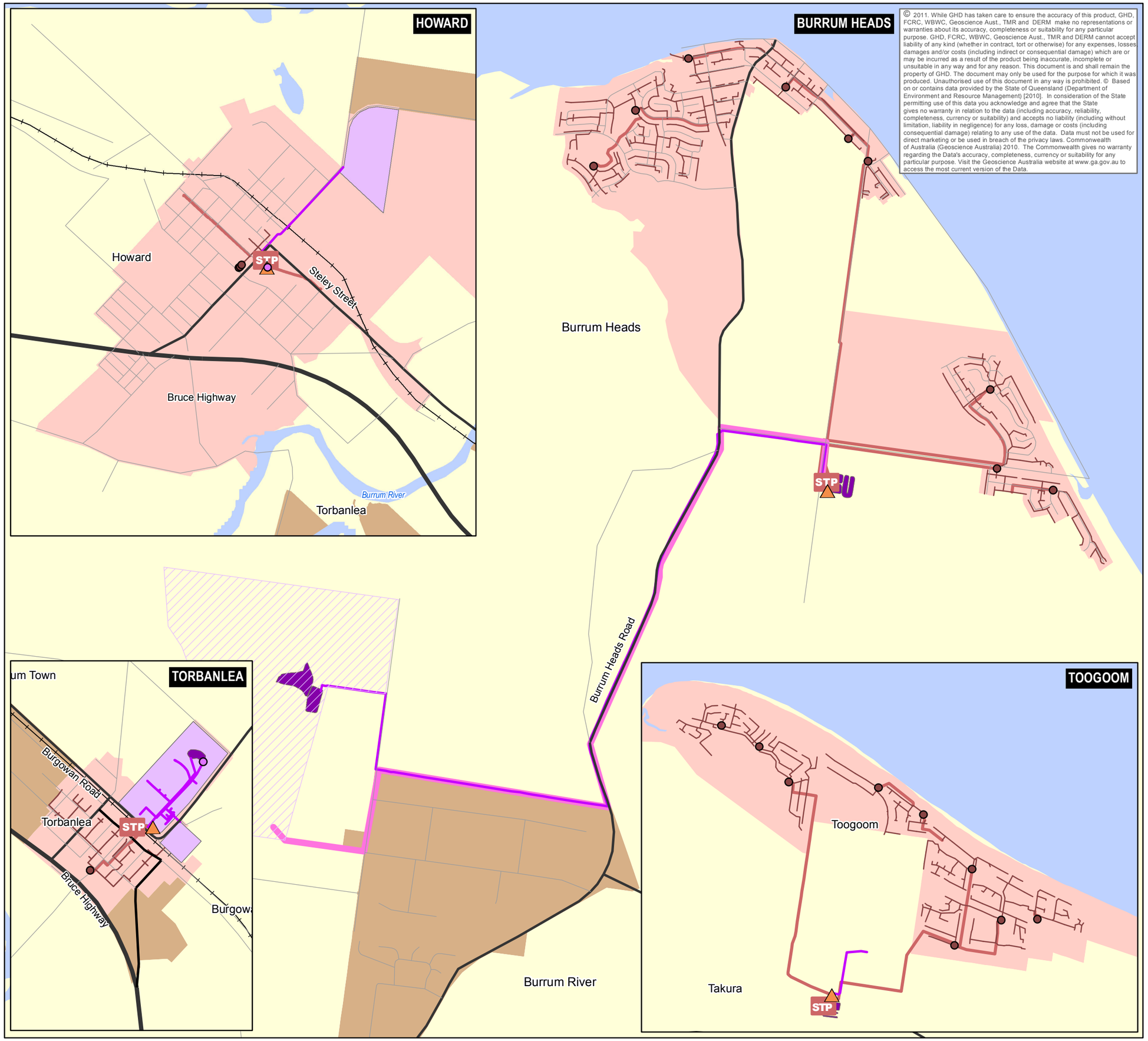
Sustainable Growth Strategy 2031

Sewer Infrastructure - Hervey Bay

Figure 18

Date: 11 July 2011 Rev: D

58 Channon St Gympie QLD 4570 T 61 7 5480 6200 F 61 7 5480 6200 E gymmail@ghd.com W www.ghd.com



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LEGEND

Existing Sewer Trunk Infrastructure

- STP Sewer Treatment Plant
- Sewer Pump Station
- Sewer Trunk Gravity Main
- Sewer Rising Main

Existing Effluent Reuse Infrastructure

- Effluent Pump Station
- Effluent Main
- Effluent Lagoon
- Existing Irrigated Block

Future Sewer Infrastructure

- Sewer Pump Station
- Proposed Irrigation Infrastructure
- Proposed Irrigated Block

Road

- Highway
- Arterial & Sub Arterial
- Railway
- Watercourse/body

Fraser Coast Regional Council Proposed Settlement Pattern

- Urban Footprint
- Regional Landscape and Rural Production Area
- Rural Living Area

N

0 0.1 0.2 0.4 0.6 0.8 1

Kilometres

1:25,000 (at A3)

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

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Sewer Infrastructure - Howard/ Burrum Heads/ Toogoom/ Torbanlea

Figure 19

Date:11 July 2011 Rev: D

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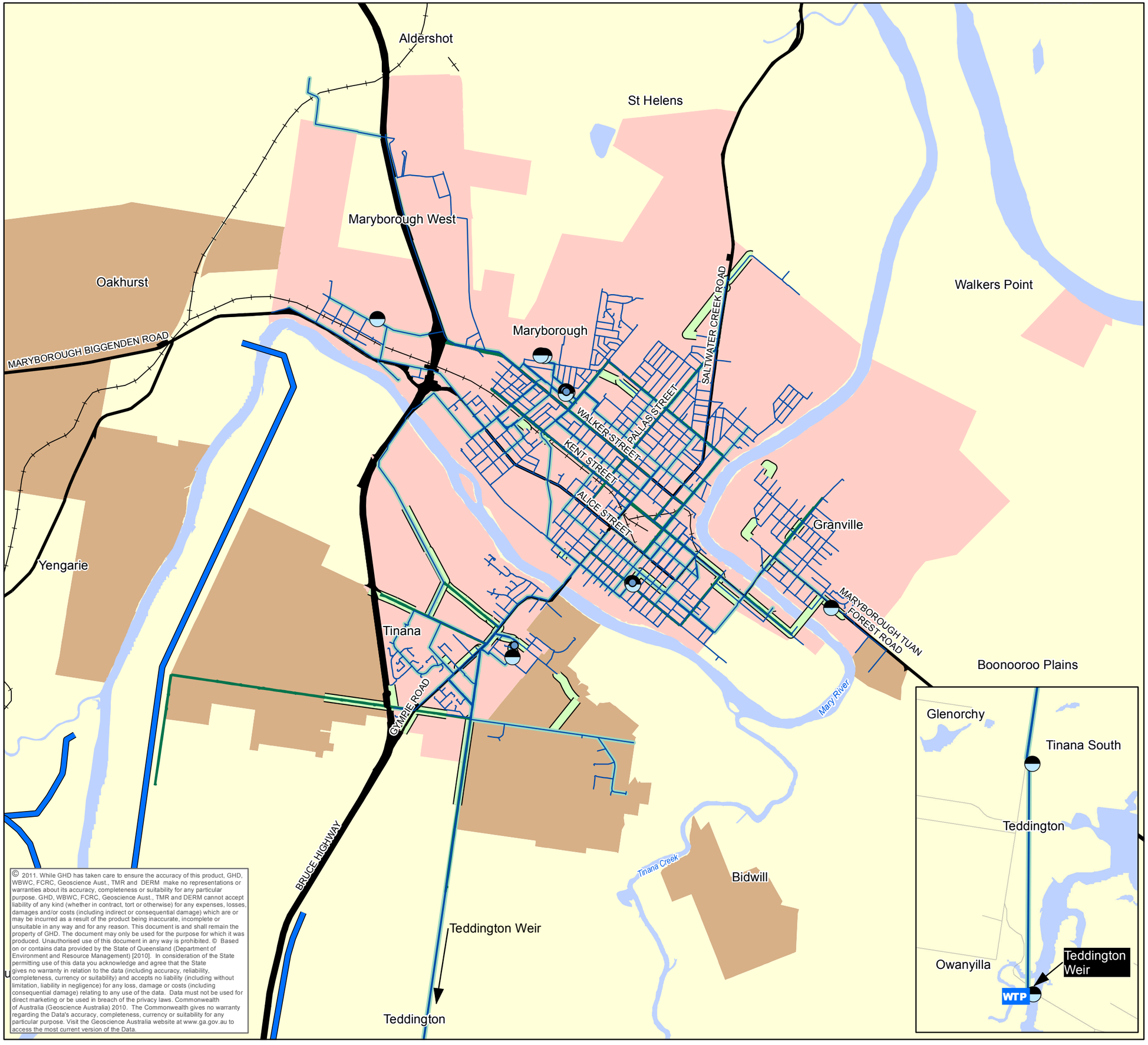

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LEGEND

Existing Water Infrastructure

- Water Pump Station
- Water Pipeline
- Trunk Water Main
- Water Main
- Water Reservoir
- WTP Water Treatment Plant

Future Trunk Water Main Infrastructure*

- Water Main Trunk Infrastructure Augmentation

Road

- Highway
- Arterial & Collector Street
- Railway
- Watercourse/body

Fraser Coast Regional Council Proposed Settlement Pattern

- Urban Footprint
- Regional Landscape and Rural Production Area
- Rural Living Area

* Excludes works to service proposed future residential footprint.
Future footprint to be determined in prioritiy infrastructure planning (PIP).

N

0 0.2 0.4 0.8 1.2 1.6 2
Kilometres

1:50,000 (at A3)

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

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Sustainable Growth Strategy 2031

Water Infrastructure - Maryborough

Figure 20

Date: 12 July 2011 Rev: D

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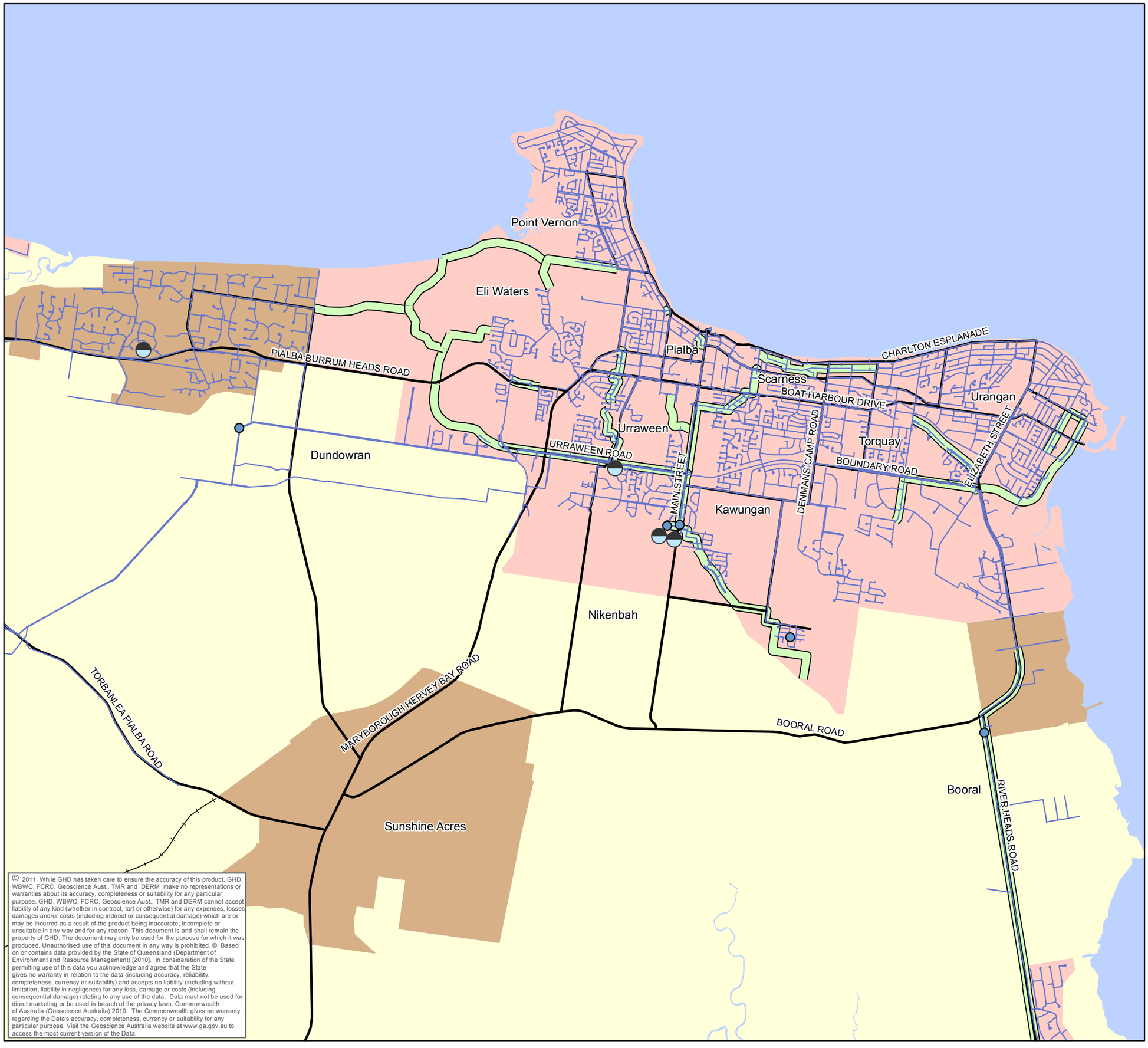

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LEGEND

Existing Water Infrastructure

- Water Pump Station
- Water Main
- Water Reservoir

Future Water Infrastructure*

- Trunk Water Main

Road

- Arterial & Sub Arterial
- Watercourse/body

Fraser Coast Regional Council Proposed Settlement Pattern

- Urban Footprint
- Regional Landscape and Rural Production Area
- Rural Living Area

* Excludes works to service proposed future residential footprint.
Future footprint to be determined in priority infrastructure planning.

N

0 0.3 0.6 1.2 1.8 2.4 3
Kilometres

1:65,000 (at A3)

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

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Water Infrastructure - Hervey Bay

Figure 21

Date: 11 July 2011 Rev: D

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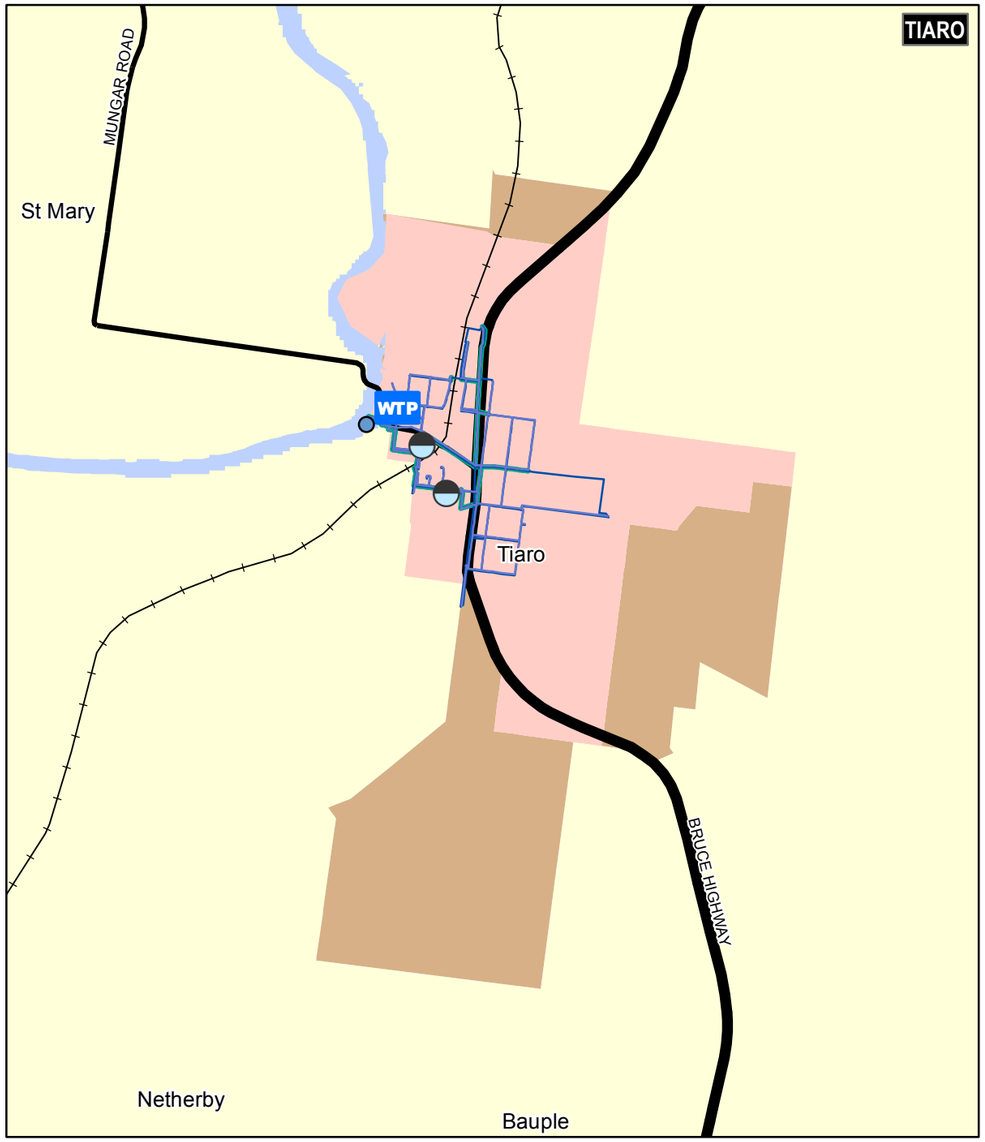

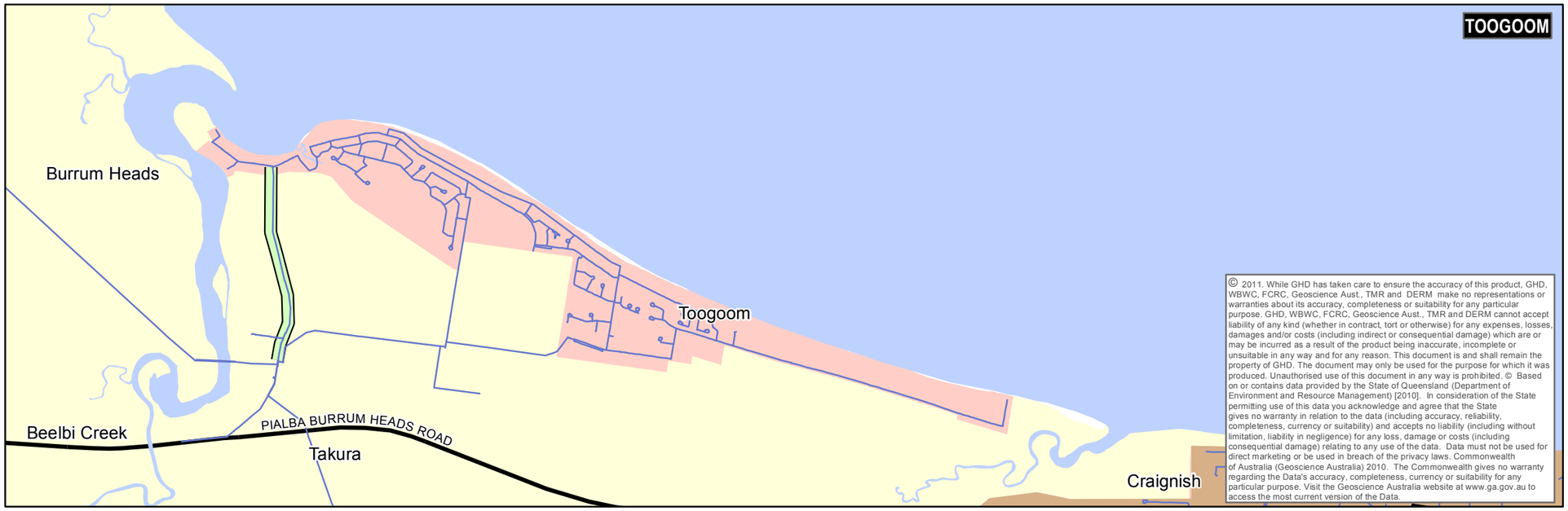

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LEGEND

Existing Water Infrastructure

- Water Pump Station
- Trunk Water Main
- Water Main
- Water Reservoir
- WTP Water Treatment Plant

Future Water Infrastructure*

- Trunk Water Main

Road

- Highway
- Arterial & Sub Arterial
- Railway
- Watercourse/body

Fraser Coast Regional Council Proposed Settlement Pattern

- Urban Footprint
- Regional Landscape and Rural Production Area
- Rural Living Area

* Excludes works to service proposed future residential footprint.
Future footprint to be determined in prioritiy infrastructure planning (PIP).

N

0 0.2 0.4 0.8 1.2 1.6 2
Kilometres

1:40,000 (at A3)

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

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Water Infrastructure - Tiaro/ Burrum Heads/ Toogoom

Figure 22

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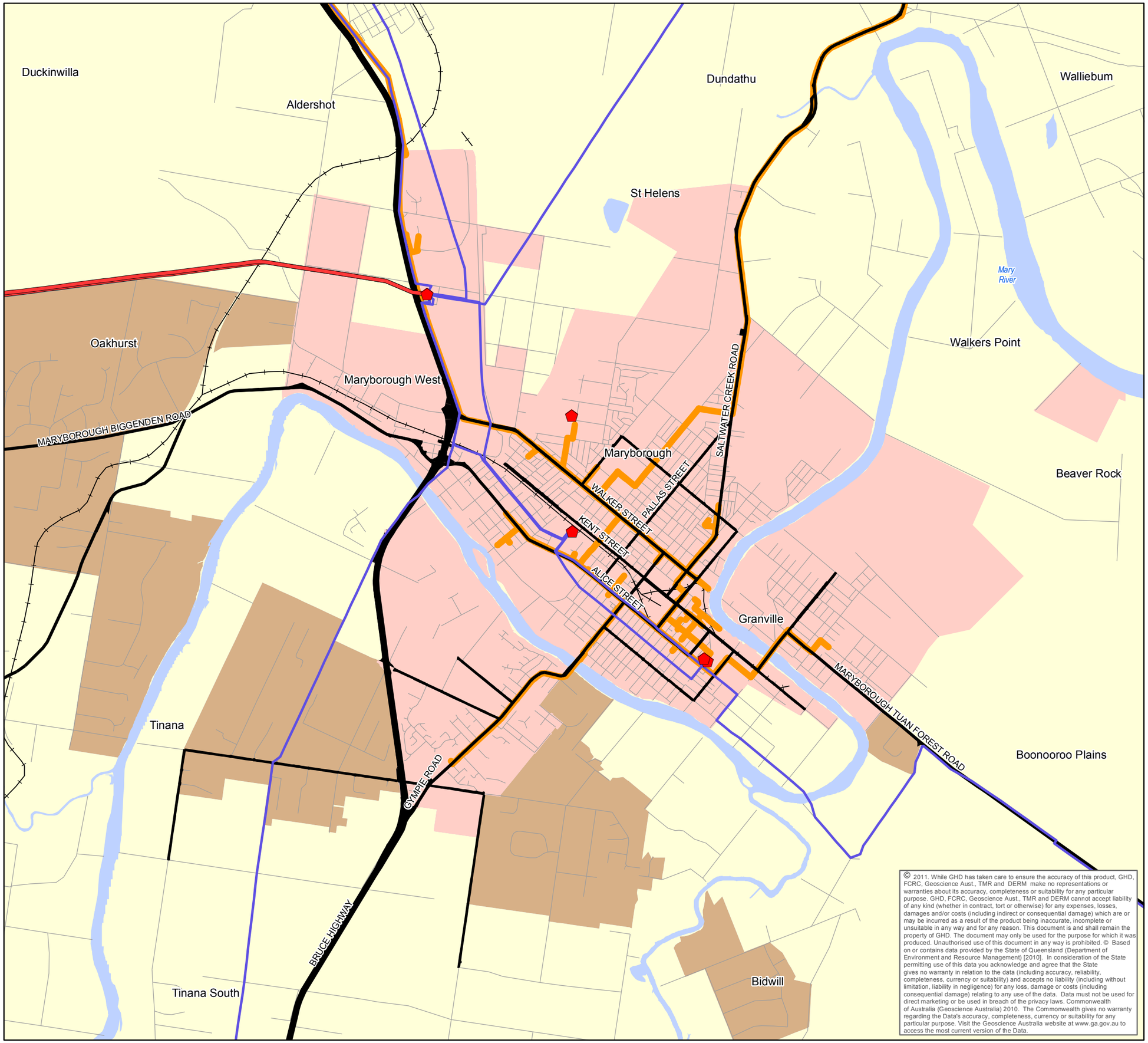

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LEGEND

- Gas Main

Powerline

- 132kV
- 66kV
- Zone Substation

Road

- Highway
- Arterial & Collector Street
- Local Street
- Railway
- Watercourse/body

Fraser Coast Regional Council Proposed Settlement Pattern

- Urban Footprint
- Regional Landscape and Rural Production Area
- Rural Living Area

N

0 0.25 0.5 1 1.5 2 2.5
Kilometres

1:50,000 (at A3)

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

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Sustainable Growth Strategy 2031

Power and Gas Infrastructure - Maryborough

Figure 23

Date: 12 July 2011 Rev: D

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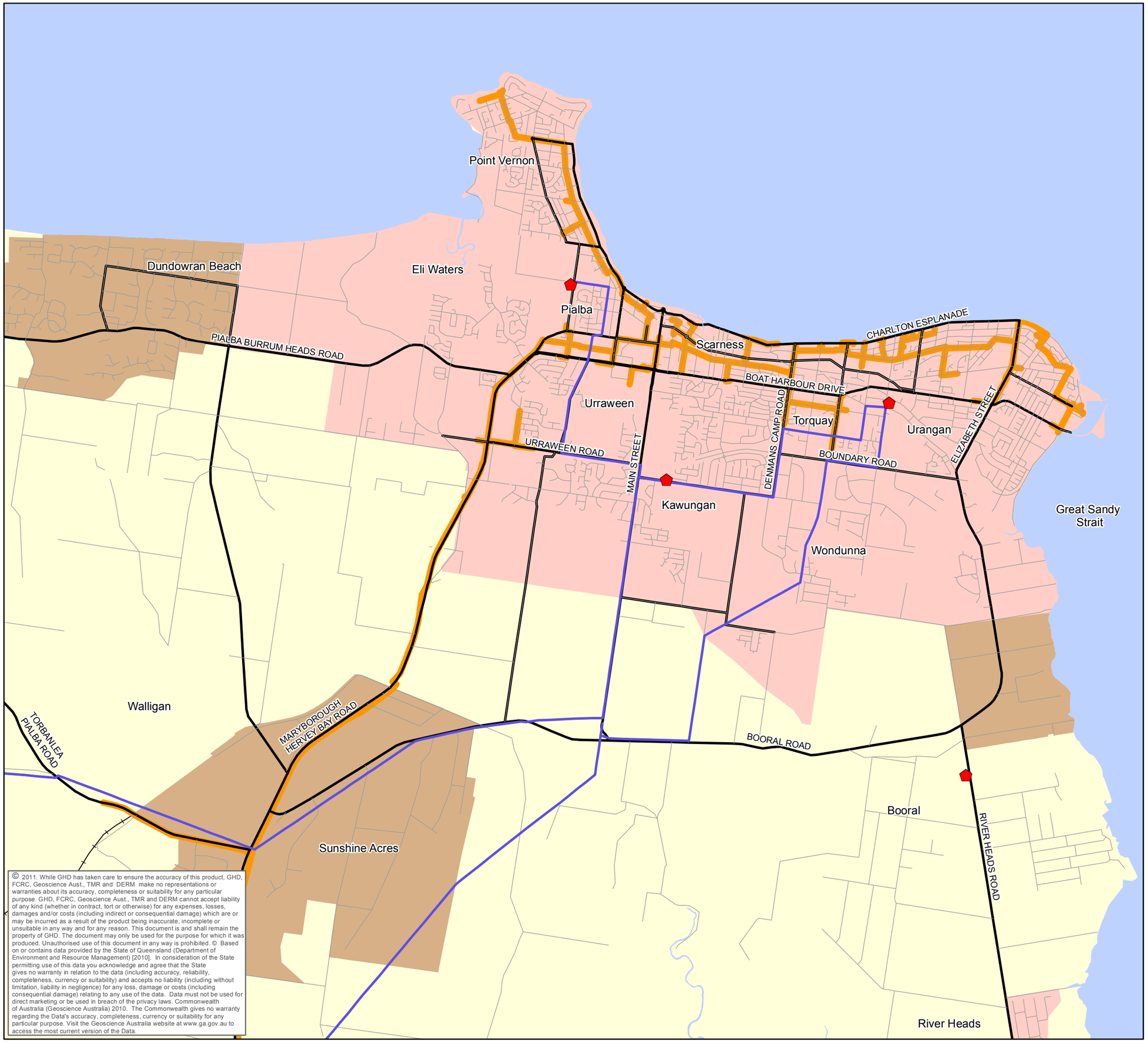

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LEGEND

- Gas Main

Powerline

- 132kV
- 66kV
- Zone Substation

Road

- Arterial & Sub Arterial
- Local Street
- Watercourse/body

Fraser Coast Regional Council Proposed Settlement Pattern

- Urban Footprint
- Regional Landscape and Rural Production Area
- Rural Living Area

N

0 0.3 0.6 1.2 1.8 2.4 3

Kilometres

1:60,000 (at A3)

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

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Power and Gas Infrastructure - Hervey Bay

Figure 24

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Figures 16 to 24 depict the major elements of the Sustainable Essential Utility Infrastructure Strategy for the Fraser Coast including existing and future:

1. water and sewer infrastructure;
2. effluent reuse infrastructure; and
3. trunk gas and powerlines.

4.6.1.4 Strategic Outcomes

Strategic Outcome – Infrastructure is delivered in a timely way within cities and towns	
Key Issues	Implementation Measures
1. Where possible, infrastructure provision in future community and infill areas is provided ahead of, or in parallel, with new development. 2. Development occurs in a logical sequence to: (i) maximise the use of existing infrastructure; (ii) maximise the efficiency of new infrastructure provision; and (iii) promote the long term social, economic, financial and environmental sustainability of the Fraser Coast as a whole. In particular, development will minimise the financial exposure of existing residents and maximise the capacity for future residents to fund new infrastructure over time.	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following:: a. Strong links between the land use planning in the new Planning Scheme and the infrastructure planning in the Priority Infrastructure Plan (PIP), including specified desired standards of service, mapping of proposed infrastructure, and supported by an infrastructure charging regime; b. High level statements in the Strategic Framework that identify planned infrastructure and set expectations about the role of development in delivering planned infrastructure, which will need to include clear indicative sequencing maps and explanatory text; and c. Code criteria, including in relation to structure planning of future community areas and infill areas, which establish the infrastructure outcomes expected, including buffering to key infrastructure such as waste facilities, and provision of links to pedestrian and cycle routes. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Continuing to negotiate individual infrastructure agreements as part of the development of the identified future community and infill areas, either as part of a structure planning process or the development application process, for land within those areas; 2. Ensuring the PIP responds to the needs of in-sequence development through operational programs that deliver planned infrastructure in a timely way; and

	3. Negotiating with other service providers to ensure that they provide the required infrastructure in advance of community needs.
Strategic Outcome – A sustainable essential infrastructure network is identifed and protected	
Key Issues	Implementation Measures
1. Land will be identified, protected and secured to support the long term essential infrastructure needs of the Fraser Coast community. This will include early identification, lease and / or acquisition of corridors, sites and areas required to provide for future transport, potable water, waste water, storm water, flood water, water quality management infrastructure and energy and telecommunications infrastructure. 2. Development within future community areas will contribute to the provision of land required for infrastructure network, corridors and services in accordance with: a. the relevant Fraser Coast infrastructure network, hierarchy and desired standards of service for infrastructure provision; and b. an approved Structure Plan for the locality. 3. Infrastructure networks, corridors and services will be: a. planned and used as efficiently as possible; b. designed to accommodate changes in use and densities over time in future community and infill areas; c. designed to incorporate significant landscaping where appropriate; d. protected from urban encroachment and other incompatible land uses; e. designed to limit the impact on rural and rural residential areas, and coastal communities; f. designed as attractive and	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. As indicated above, structure planning provisions must be linked to infrastructure and sequencing plans; b. As far as possible, infrastructure will need to be located to avoid crossing ecological corridors. Where this is not possible, it will be critically important that any infrastructure proposed within ecological corridors includes appropriate fauna-crossing structures based on Australian best practice measures and on the needs of local fauna. It is intended that these considerations will be fundamental to the design and costing of infrastructure being driven by the desire to achieve this objective, rather than only their engineering function; c. Where possible, infrastructure networks, corridors and services should be co-located to avoid or minimise environmental impacts associated with the construction, operation and maintenance of multiple infrastructure corridors; d. Infrastructure networks, corridors and services will be designed and located to enable expansion to support long term infrastructure needs of the Fraser Coast and to accommodate changes in land use and densities over time; and e. Infrastructure will need to be located in areas which are unconstrained by flooding and coastal processes, and to not worsen the effects of these constraints on communities. Flood free access will also be required for all infrastructure. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Prioritising a process to identify, secure and protect key corridors and sites for infrastructure. Securing land as soon as practicable will provide for the most efficient and timely expansion of future infrastructure networks and services to support the future needs. This will minimise

memorable landmarks and features that protect the landscape and scenic amenity of the Fraser Coast and make a positive contribution to the landscape character, identity and sense of place for the locality; and g. sensitively located and designed: (i) with a focus on achieving high quality urban design outcomes and integration with the landscape; and (ii) to protect environmental values, ecological process and provide continuity for wildlife movement. 4. Infrastructure networks, corridors and services will be designed, located and operated to minimise the potential adverse impacts of climate change on the infrastructure itself and on communities.	the need to acquire land at more advanced stages of development, and therefore: - minimise the risk of land use conflicts and disruption to the community, and - integrate infrastructure networks at the regional level. 2. Designing major infrastructure as attractive and memorable landmarks (in addition to their engineering function), in recognition of the unique identity and outstanding natural environmental values and wildlife habitats in the Fraser Coast (Note - a significant challenge for the Fraser Coast will be to avoid or minimise barriers to wildlife movement and ecological processes by sensitively locating and designing infrastructure, which will be particularly important to maintaining the long term feasibility of the regional corridors within the Fraser Coast); and 3. Encouraging the adoption of adaptive management procedures to enable infrastructure systems to be altered, improved or replaced where performance proves inadequate or where techniques improve over the lifetime of the infrastructure.
Strategic Outcome – Development contributes to a best-practice approach to water cycle management	
Key Issues	Implementation Measures
1. Water storage catchment areas are protected from inappropriate development, land uses and activities so as to maintain the highest water quality in receiving waters. 2. A holistic approach to Water Cycle Management is encouraged in all new development, particularly in future community and infill areas, so that potable water demand is minimised. Development will meet or better best practice approaches to water conservation and reuse to minimise the need for potable water and to ensure this water is used efficiently. 3. The health of all waterways will be enhanced by applying best practice standards to the quality and quantity of stormwater and wastewater discharge, particularly	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Encourage new development to respond to and address best practice initiatives with regard to water cycle management; b. Encourage new development to achieve a reduction in the consumption of potable water (i.e. in addition to initiatives mandated by State or Commonwealth legislation), such as the use of recycled water, rainwater collection and use and water sensitive urban design principles; c. Ensure that development does not worsen the existing water quality within the Mary River and Burrum River catchments or within the catchments of coastal streams and wetlands and applies measures to improve and enhance the health, ecological functioning and environmental values of these waterways. This could be achieved by requiring all development to apply minimum best practice distances for buffers to waterways, rehabilitation of waterways and best

within the Mary and Burrum River catchments.	practice stormwater management measures to the design of stormwater collection, conveyance and treatment systems, based on the following principles: (i) a frequent-flow management design aimed at protecting in-stream ecosystems from the effects of an increase in the amount and frequency of run-off resulting from development; (ii) maximising infiltration; (iii) controlling the impact of development on stream and river erosion by limiting the changes in flow rate and flow duration within the receiving waterway; and (iv) controlling the impacts of urban development on pollutant loads discharged to receiving waters to improve water quality. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Developing the water and wastewater treatment and water recycling facilities in existing urban areas; 2. Encouraging recycled water use in rural agriculture and other industries, and in the irrigation of private and public open space and parkland and other suitable operations; and 3. Adopting water sensitive design principles in Council works.
Strategic Outcome – Development contributes to best-practice waste management	
Key Issues	Implementation Measures
1. The anticipated population growth in the Fraser Coast will lead to an increased volume of waste and increased pressure to upgrade refuse and recycling collection services. The planning scheme will play a role in encouraging new approaches to managing waste within communities. 2. Development protects the function and long term expansion opportunities of the existing landfill and transfer station facilities. 3. Development in future community areas provides for the	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Including provisions requiring buffers to waste transfer stations and landfill sites from urban encroachment and ensuring incompatible uses do not locate adjacent to these facilities; and b. Including provisions (and links to guidelines where appropriate) to require and encourage waste reduction initiatives in new development including high density residential and mixed use, commercial, retail and industrial development, such as incorporating appropriate on-site waste sorting facilities to reduce

establishment of waste management infrastructure and services to support the long term waste service needs of the new community. 4. Development provides land to separate urban development and other uses from waste management infrastructure and facilities. 5. Development incorporates measures to reduce waste generation and to maximise recycling of materials during the construction and operational stages of development. This will be particularly relevant to higher density housing and mixed use, retail, commercial and industrial development.	demands on waste transportation and land based waste storage and management. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. A larger waste-collection fleet; 2. Increased recyclable processing capacity; 3. Increased infrastructure at the existing landfills; 4. Increased capacity within the Fraser Coast transfer station network; and 5. Developing a Solid Waste Management Strategy, to reduce waste generation and maximise recycling with a focus on: - community involvement to raise community and industry awareness of waste management issues and best practice; - economic mechanisms (charges, subsidies, grants), particularly for commercial, industrial, construction and demolition waste; - service delivery; - regulation and enforcement; and - research and development.
Strategic Outcome – Development contributes to a renewable and sustainable energy supply	
Key Issues	Implementation Measures
1. Where possible, development in the Fraser Coast will be designed to include sustainable renewable energy infrastructure and sources and best practice energy conservation measures, so as to meaningfully reduce long term reliance on non-renewable energy supplies, particularly in future community and infill areas. 2. All new buildings will be designed, sited and orientated to maximise the climatic benefits of the Fraser Coast and help reduce the overall demand for energy.	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Development provides for best practice design of energy efficiency in new buildings and land uses; b. Develoment provides for the use of renewal energy sources where practical; and c. Development enables appropriate renewal energy projects. d. Require, or at least encourage, all new development to incorporate sustainable and renewable energy sources to provide for at least part of the ongoing energy needs of the development; and e. Require, or at least encourage, all new development to include best practice energy efficiency in design and materials in accordance with an approved energy rating system calibrated to the climatic conditions of the

	Fraser Coast. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Encouraging appropriate renewable energy projects within the Fraser Coast; and 2. Reviewing its own energy usage and implementing cost saving sustainable solutions where appropriate.
Strategic Outcome – Development maximises community access to telecommunications and information technology	
Key Issues	Implementation Measures
1. Development in future community areas (and potentially infill areas) contributes to the establishment of telecommunications and information technology infrastructure and facilities to support accessibility by residents to education, employment and services. Telecommunications and information infrastructure which will be best practice in future community areas to 2031 includes: a. Conduits for fibre optic cable or secure wireless networks; b. Mobile phone towers nad base stations; c. Telecommunication exchange buildings; and d. Major telecommunications corridors located adjacent to or shared with the corridors of other utility providers. 2. Telecommunications and information technology infrastructure is integrated in a sustainable and attractive manner which does not adversely impact on the landscape qualities of the area. 3. Co-location of telecommunication facilities is encouraged.	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Give direction to structure planning and the protection of identified sites and corridors for the long term telecommunication needs of the Fraser Coast. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. From time to time, liaise with telecommunications providers to ensure that adequate telecommunication services and infrastructure to support the Fraser Coast economy are provided in a timely way.

Strategic Outcome – Development maximises community access to emergency services	
Key Issues	Implementation Measures
1. New development is located in areas which are not constrained by the risk of natural hazards or coastal processes, including flooding, bushfire and landslip. 2. The location and design of new development minimises the potential demand for emergency services while also providing for the efficient operation of emergency services if and when required.	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: The new Planning Scheme will need to ensure compliance with *State Planning Policy 1/03: Mitigating the Adverse Impacts of Flood, Bushfire and Landslide* through provisions including: a. Ensuring compliance with State Planning Policy 1/03: Mitigating the Adverse Impacts of Flood, Bushfire and Landslide through: - Zoning of land, confirming the location of future community and infill areas in accordance with the Settlement Pattern and Built Form strategy; - Overlay mapping and associated codes to identify constrained areas and avoid inappropriate development in constrained areas; and - Confirmation of flood free and other emergency access in accordance with the Integrated Transport strategy. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Continuing to liaise with relevant State and Commonwealth Government agencies to ensure the provision of adequate emergency services and infrastructure to support the growth of the Fraser Coast.

4.6.2 Integrated Transport Strategy

4.6.2.1 Purpose

The purpose of the Integrated Transport Strategy is to:

1. describe the preferred future transport system to support the long term transportation needs of the Fraser Coast up to 2031; and
2. identify the key infrastructure elements required to deliver it.

The Integrated Transport Strategy will be fundamental to building complete communities and will provide an important foundation for economic prosperity, community well-being and environmental sustainability. It is intended that all cities, towns, townships and communities and major employment

and activity centres will be connected by a public transport system and road network that are integrated with pedestrian and bicycle networks, at the local and regional levels.

Implementation of the Integrated Transport Strategy will ensure all communities and residents are provided with good accessibility to education, employment and services, and have choice in their mode of transport. This in turn will enhance the liveability of the Fraser Coast, making it even more attractive as a locality in which to live, work and play.

4.6.2.2 Strategy Overview

Fraser Coast residents have traditionally relied almost solely on private vehicles for transport within and beyond the region. This is a reflection of the existing low density development and the subsequent lack of public transport in Fraser Coast. In particular, there is a very low percentage of public transport usage within the Fraser Coast.

As the Fraser Coast region experiences substantial population and employment growth now and over the long term, it will be important to provide for and promote viable alternative transport options. Measures to achieve a higher percentage of public transport usage in the future are critical. Measures to improve public transport patronage include higher density development around transport stations, enhancing public transport services and introducing appropriate travel demand management strategies such as encouraging cycling and walking. This will also be partly achieved by providing appropriately located higher densities in future community and infill areas.

It is intended that new urban development, particularly in the future community areas, should contribute to a new era of transport on the Fraser Coast, one which embraces alternative transport options.

The Integrated Transport Strategy seeks to deliver a highly integrated transport network providing for all modes of transport, together with high standards of transport infrastructure and services which:

1. meet the draft WBB Regional Plan objectives and outcomes in a manner that supports and is consistent with the planning vision for the Fraser Coast, including that traffic congestion and car dependency are minimised and road travel, including public transport, is safe and efficient;
2. support the functioning of the WBB Region and the Fraser Coast;
3. provide linkages between cities and towns, as well as compact and high density residential areas with major employment and service centres within the Fraser Coast and externally to other parts of the WBB Region;
4. provide for a quality road system within the Fraser Coast to meet the needs of residents for trips between all communities, particularly cities and towns and linkages to areas outside of the Fraser Coast;
5. facilitate the integration of a quality road and rail freight transport network to support and sustain the economic development of the Fraser Coast;
6. plan for retention of land holdings to accommodate infrastructure corridors required in the long term;
7. result in transport infrastructure being established ahead of or in parallel with development to the greatest extent possible, while also maintaining the financial sustainability of the local government;
8. provide for appropriately located higher densities in Maryborough and Hervey Bay to promote and support a workable public transport system;

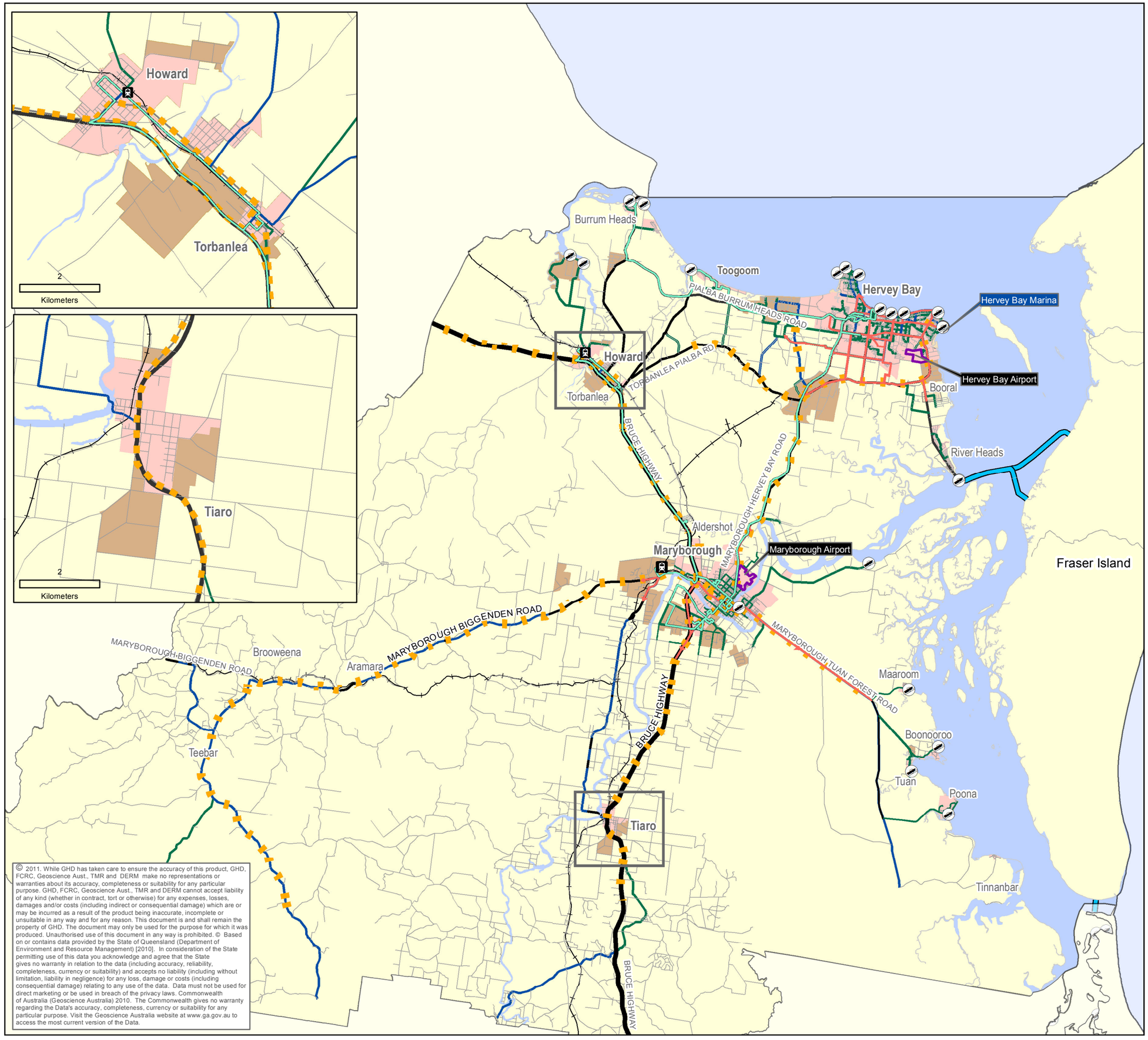
9. ensure future communities are based on a flexible and legible street pattern designed to maximise walking, cycling and public transport use for local trips within those communities;
10. facilitate an integrated network of commuter / recreation / walking / cycling / bridle trails between communities and beyond;
11. are sensitively located and designed with a focus on achieving high quality urban design outcomes, protecting ecologically significant areas and, wherever possible, aligning transport corridors and important streets in each community to major landscape features; and
12. has its key infrastructure (such as bridges and road entries into urban areas) designed as attractive and memorable landmarks and landscapes, while not detracting from their primary engineering function.

4.6.2.3 Mapping

Figure 25 – Integrated Transport Regional Overview - Fraser Coast

Figure 26 - Integrated Transport - Maryborough

Figure 27 - Integrated Transport - Hervey Bay



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LEGEND

- Boat Ramp &/or Jetty
- Vehicle and Passenger Barge Route
- Train Station
- Airport
- Bus Route selection
- Key Corridor Selection
- B Double Route

Transport Hierarchy

- Highway
- Arterial (Urban Arterial, Rural Arterial & Main Road)
- Sub Arterial (Traffic Distributor, Controlled Distributor & Sub Arterial Main Street)
- Collector Street (Major Collector, Collector & Minor Collector)
- Local Street (Access Street & Access Place)
- Railway
- Watercourse/body

Fraser Coast Regional Council Proposed Settlement Pattern

- Urban Footprint
- Regional Landscape and Rural Production Area
- Rural Living Area

N

0 1.5 3 6 9 12 15
Kilometres

1:350,000 (at A3)

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

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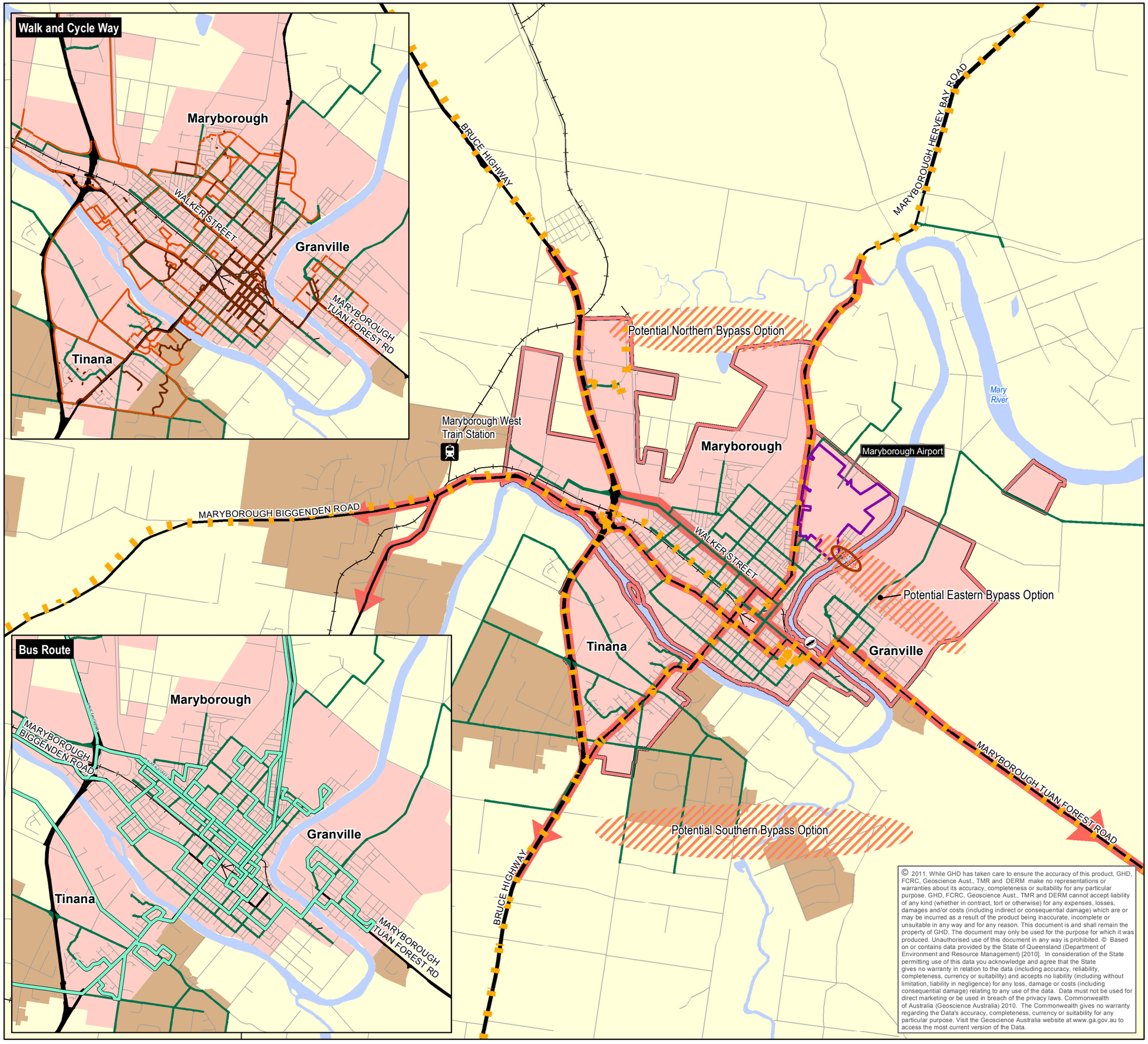
Sustainable Growth Strategy 2031

Integrated Transport Regional Overview - Fraser Coast

Figure 25

Date: 18 July 2011 Rev: D



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LEGEND

- Train Station
- Boat Ramp &/or Jetty
- Airport
- Indicative Bridge
- Potential Bypass Option
- Bus Route
- Key Corridor Selection
- B Double Route

Transport Hierarchy

- Highway
- Arterial (Urban Arterial, Rural Arterial & Main Road)
- Sub Arterial (Traffic Distributor, Controlled Distributor & Sub Arterial Main Street)
- Collector Street (Major Collector, Collector & Minor Collector)
- Local Street (Access Street & Access Place)
- Railway

Walk and Cycle Way

- Existing
- Future
- Watercourse/body

Fraser Coast Regional Council Proposed Settlement Pattern

- Urban Footprint
- Regional Landscape and Rural Production Area
- Rural Living Area

N

0 1 2 3 4
Kilometres

1:75,000 (at A3)

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

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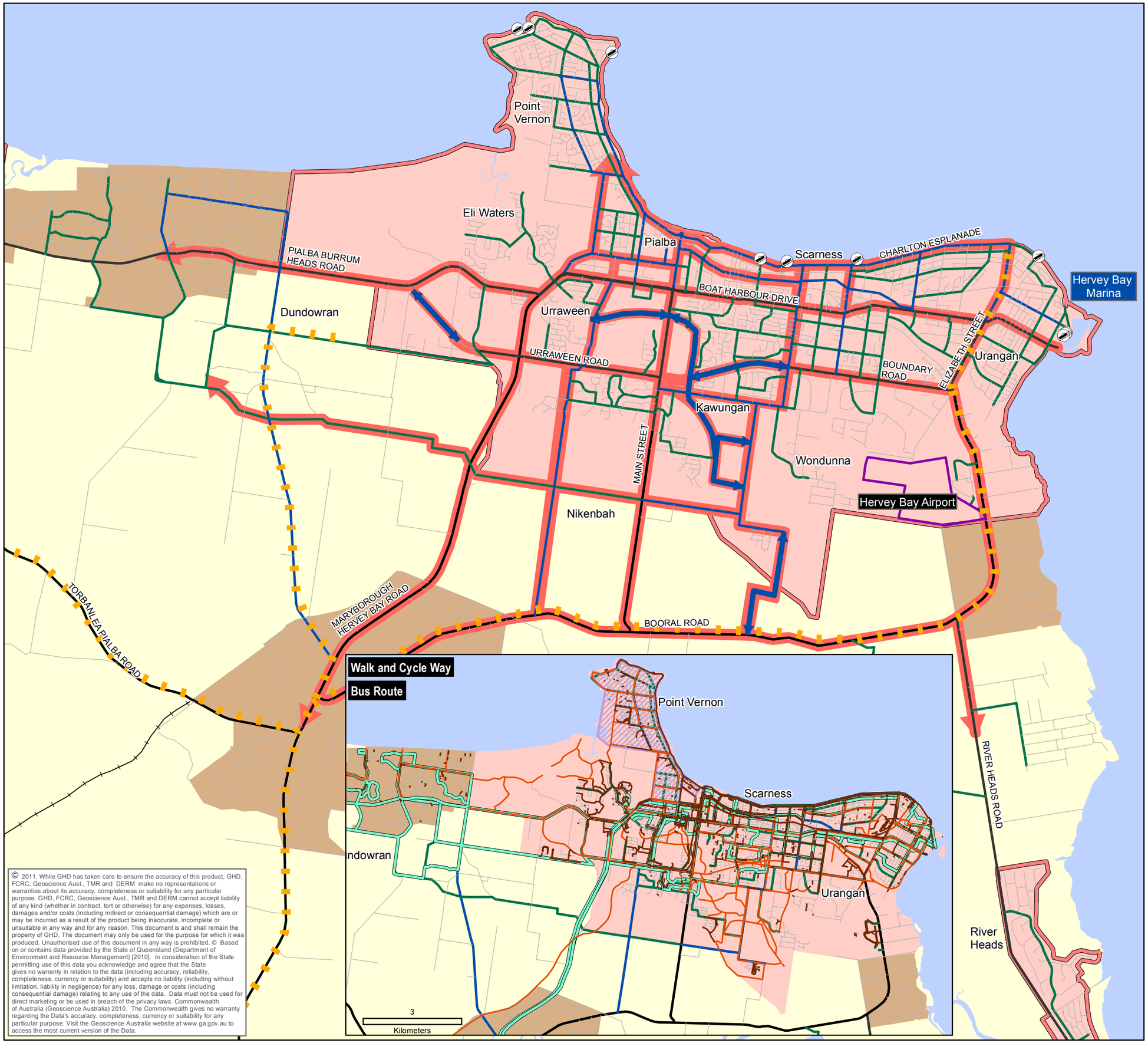
Integrated Transport - Maryborough

Figure 26

Date: 11 July 2011 Rev: D



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LEGEND

- Boat Ramp &/or Jetty
- Airport
- Bus Route
- Kango Bus Zone
- Proposed New Link
- Key Corridor Selection
- B Double Route

Transport Hierarchy

- Highway
- Arterial (Urban Arterial, Rural Arterial & Main Road)
- Sub Arterial (Traffic Distributor, Controlled Distributor & Sub Arterial Main Street)
- Collector Street (Major Collector, Collector & Minor Collector)
- Local Street (Access Street & Access Place)

Walk and Cycle Way

- Existing
- Future
- Watercourse/body

Fraser Coast Regional Council Proposed Settlement Pattern

- **Urban Footprint**
- Regional Landscape and Rural Production Area
- Rural Living Area

N

0 1 2 3
Kilometres

1:65,000 (at A3)

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

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Date: 11 July 2011 Rev: D

Fraser Coast Regional Council
Sustainable Growth Strategy 2031

Integrated Transport - Hervey Bay

Figure 27

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

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

4.6.2.4 Strategic Outcomes

Strategic Outcome – A transport network and hierarchy is identified and protected.	
Key Issues	Implementation Measures
1. It is critical that development in the short term is carefully planned to protect and provide for future transport options and opportunities associated with substantial long term population growth. 2. Transport planning is integrated with land use planning to maximise accessibility to services and employment using non-car based transport as far as possible. 3. Development is consistent with and contributes to the establishment of the preferred settlement pattern for the Fraser Coast through an integrated transport network and hierarchy which acts to: a. support the long term transport needs of the Fraser Coast; and b. provide a wide range of transport options for communities including: i). public transport; ii). airports and ports (Hervey Bay and Maryborough); iii). walking; iv). cycling; and	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. High level commitment in the Strategic framework to an integrated approach to transport and land use planning, based on the preferred settlement pattern and this strategy, including supporting mapping; b. Code criteria and other provisions which link transport outcomes with other outcomes contained in this strategy, particularly in future community and infill areas; c. Overlay mapping providing for the inclusion of buffers to key sites and corridors and direction to structure planning about connections to existing and the proposed transport networks; d. An articulated preferred road network within the Fraser Coast that: i). is consistent with the preferred functional road hierarchy and is appropriately designed and located for adjacent land uses; ii). provides strategic connections between and within cities and towns and to the broader Fraser Coast; iii). provides a high quality freight transport network that supports and sustains the economic role of the region; and iv). is located and designed to limit impact on

v). road and rail infrastructure.

4. Development contributes and connects to the preferred road network (which prioritises public transport), to ensure strategic connections between residential areas, activity centres and employment areas within the Fraser Coast and beyond.
5. Transport networks, corridors and infrastructure are:
   a. planned and used as efficiently as possible;
   b. designed to incorporate significant landscaping;
   c. protected from urban encroachment and other incompatible land uses;
   d. designed to limit the impact on communities;
   e. designed as attractive and memorable landmarks and features that make a positive contribution to the landscape character, identity and sense of place for the locality and the overall image of the Fraser Coast;
   f. sensitively located and designed with a focus on achieving high quality urban design outcomes and located and designed to protect environmental values and to provide continuity of wildlife movement and ecological processes.
6. Transport infrastructure, particularly public transport, is provided in future community and infill areas ahead of new development or in parallel with it, to the greatest extent possible. Land is identified, protected and secured to support the long term future transportation and infrastructure needs of the Fraser Coast.

rural and residential areas, landscape character and ecologically significant areas;

v). The GHD study '*Fraser Coast Integrated Transport Strategy*' (April 2011) provides a detailed description of the transport hierarchy, network, and desired standards of service, key elements of infrastructure provision. It is intended that the recommendations of that study be considered in drafting the planning scheme, including the Priority Infrastructure Plan.

Possible non-statutory measures:

As part of its overall corporate planning processes, Council may consider implementation of the following:

1. Implementing the recommendations of the GHD Integrated Transport Study (April 2011), including those which are non-statutory;
2. Identifying, securing and protecting key sites and corridors in the short term, to provide for the long term transportation infrastructure needs of the Fraser Coast Region. Securing land now will provide for the more efficient expansion of infrastructure networks and services in the future, thus avoiding the need to acquire land and minimising disruption to the community and functioning of the transportation network; and
3. Where possible, infrastructure should avoid crossing ecological corridors. Where this is not possible, it will be critically important that any infrastructure proposed within ecological corridors includes appropriate sustainable management practices to mitigate impacts on flora and fauna.

Strategic Outcome – Minimising car dependency and promoting alternative modes of transport	
Key Issues	Implementation Measures
1. The Fraser Coast embraces a range of transport options to support economic development, minimise car dependency and ensure liveability. Priority is given to establishing a highly integrated, effective and efficient walking, cycling and public transport network to provide a choice of transport options and to reduce dependence on private vehicles. 2. Communities are designed to facilitate walking and cycling for local trips and public transport usage for longer trips.	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. It is intended that cities, towns and townships will be based on traditional neighbourhood design principles, including a flexible and legible street pattern (such as a modified grid) which promote accessibility for all modes of transport, rather than just the private vehicle; b. Provision will be made for appropriately located higher densities and finely integrated land uses to maximise opportunities for walking and cycling. The opportunity to walk to shops, employment, community facilities, education, open space and centres will be a fundamental part of the design; c. It is important that the efficient and integrated provision of transport infrastructure and services, including public transport, leads rather than follows development to encourage people to develop 'sustainable transport habits' as early as possible; d. The development of future community areas will provide for an extensive and highly integrated bicycle and pedestrian network providing connectivity within communities. Importantly, the bicycle and pedestrian system will be integrated with the public transport and road networks to provide high levels of accessibility, amenity and safety for users. The bicycle and pedestrian network for the Fraser Coast should provide: i). well connected, safe local networks linking activity centres, residential areas, employment, community facilities, open space, education and public transport centres; ii). safe regional cycling routes separate from arterials and other busy roads, providing connections between the cities and towns; iii). safe and functional designated bicycle lanes within the shoulders of roads to encourage and provide opportunities for cyclists to commute to places of employment within cities and towns and linkages to regional cycling routes; iv). sensitively located and designed recreation trail networks for walking and cycling in areas of high scenic amenity such as greenbelts,

	v). areas with significant views and outlooks, along waterways and ecological corridors and providing linkages to urban areas; and high quality end trip facilities at destinations with high pedestrian and cycle demand, such as major employment uses, schools, community facilities, public park infrastructure and public transport interchanges. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Implementing the recommendations of the GHD Integrated Transport Study (April 2011).
Strategic Outcome – Effective freight network	
Key Issues	Implementation Measures
1. Strategic freight transport networks and assets, both existing and future, are identified and developed to: a. maximise the safety of all road users; and b. support the economic development of the Fraser Coast and the WBB Region in 2031. 2. Freight routes and sites are protected from urban encroachment so that they continue to perform their function in the long-term.	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Road and rail freight routes and appropriate buffers are identified in the Strategic Framework through this Strategy; b. Code criteria are included to ensure further inappropriate development will not be allowed to encroach on freight routes and their buffers or obtain access to and from freight routes which would reduce their functionality; and c. The role of the existing Hervey Bay and Maryborough airports in supporting regional freight movement is protected by similar provisions (in addition to the requirements of *State Planning Policy 1/02 – Development in the Vicinity of Certain Airports and Aviation Facilities*). **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Implementing the recommendations of the GHD

	Integrated Transport Study (April 2011); and 2. Commence investigations aimed at identifying a suitable site for a new Regional airport to be established.

4.7 A Strong, Diverse and Resilient Economy

4.7.1 Rural Lands Strategy

4.7.1.1 Purpose

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

The strategy is intended to provide overarching guidance for:

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

4.7.1.2 Strategy Overview

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

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

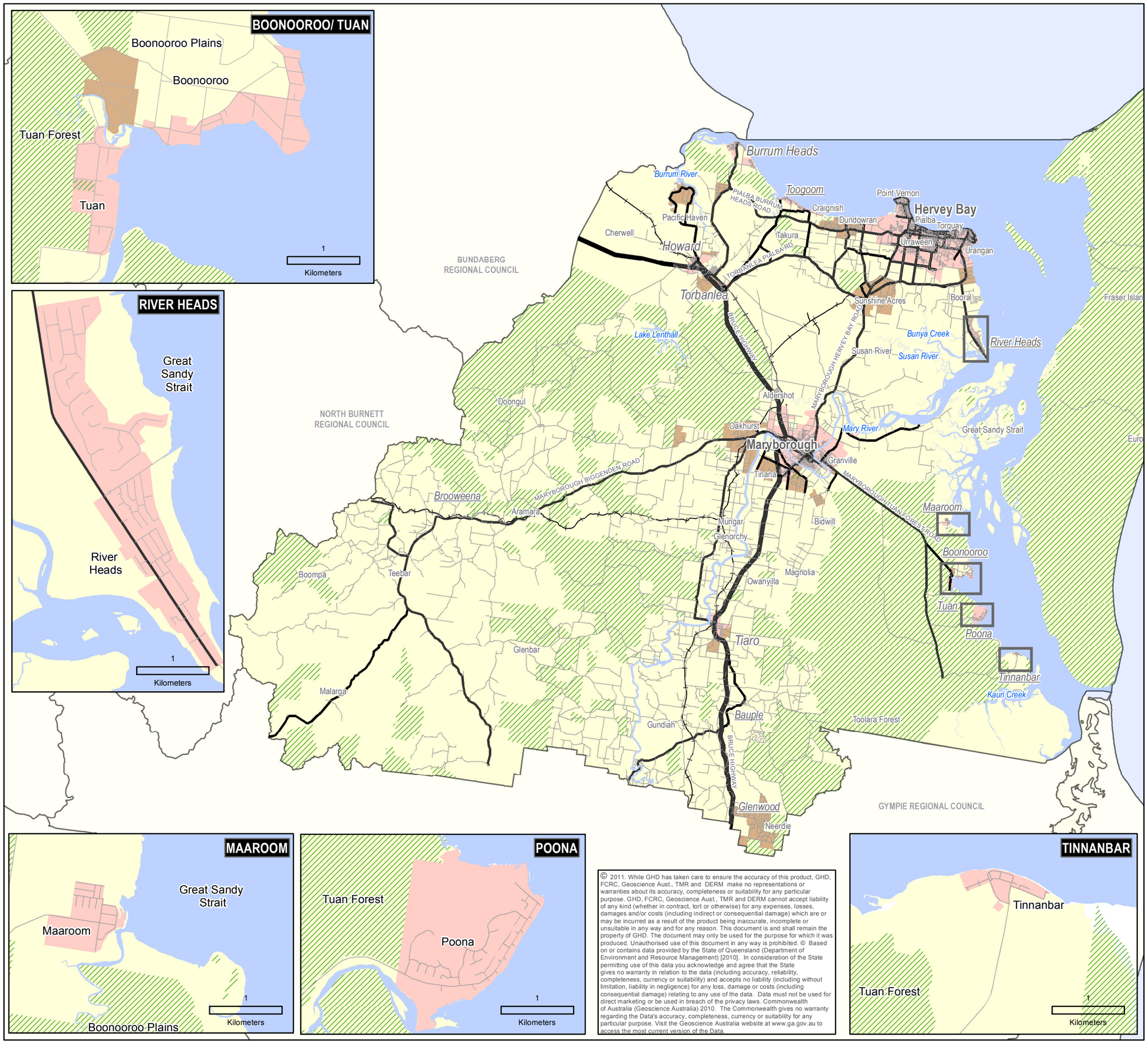
4.7.1.3 Mapping

Figure 1 – Regional Settlement Pattern – Fraser Coast

Figure 28 – Employment Regional Overview – Fraser Coast

Figure 29 – Employment - Maryborough

Figure 30 – Employment – Hervey Bay



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LEGEND

Road

- Highway
- Arterial & Sub Arterial
- Collector Street & Local Street
- Railway
- Local Government Boundary
- Watercourse/body
- Protected Area

Fraser Coast Regional Council Proposed Settlement Pattern

- Urban Footprint
- Regional Landscape & Rural Production Area
- Rural Living Area

N

0 2 4 8 12 16 20
Kilometres

1:450,000 (at A3)

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

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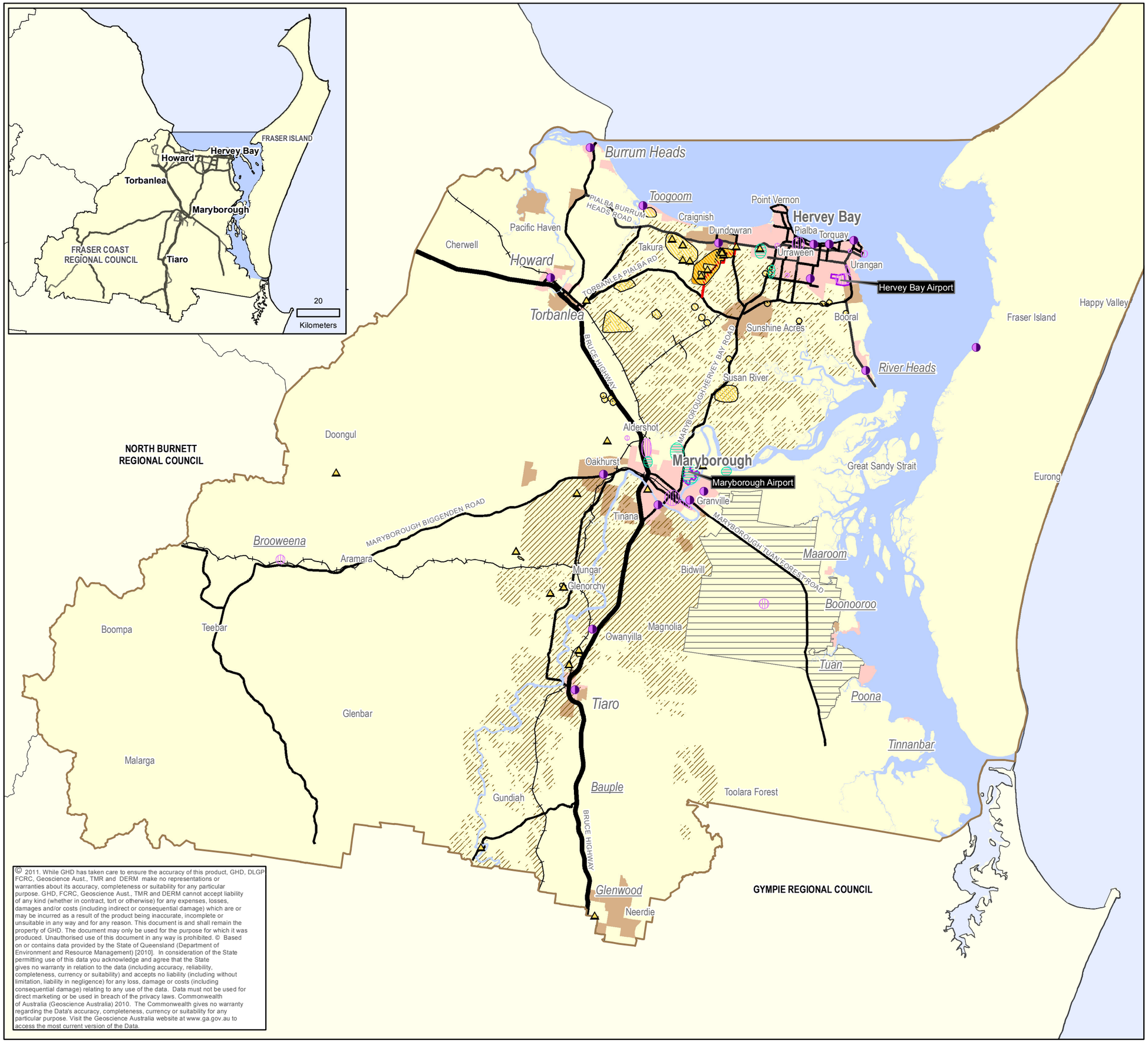
Date : 11 July 2011 Rev: D

Fraser Coast Regional Council
Sustainable Growth Strategy 2031

Regional Settlement Pattern - Fraser Coast

Figure 1



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LEGEND

- Airport
- Major Employment Area
- Key Local Employment Node
- Future Employment/Industry Investigation Area
- Resource Site
- Extractive Resource
- Forestry
- Good Quality Agricultural Land
- Key Resource Area 90/92 Separation
- Key Resource Area 90/91 Transport Route
- Local Government Boundary

Road

- Highway
- Arterial & Sub Arterial
- Railway
- Watercourse/body

Fraser Coast Regional Council Proposed Settlement Pattern

- Urban Footprint
- Regional Landscape and Rural Production Area
- Rural Living Area

N

0 2 4 8 12 16 20
Kilometres

1:400,000 (at A3)

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

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Fraser Coast Regional Council
Sustainable Growth Strategy 2031

Employment Regional Overview - Fraser Coast

Figure 28

Date: 11 July 2011 Rev: D

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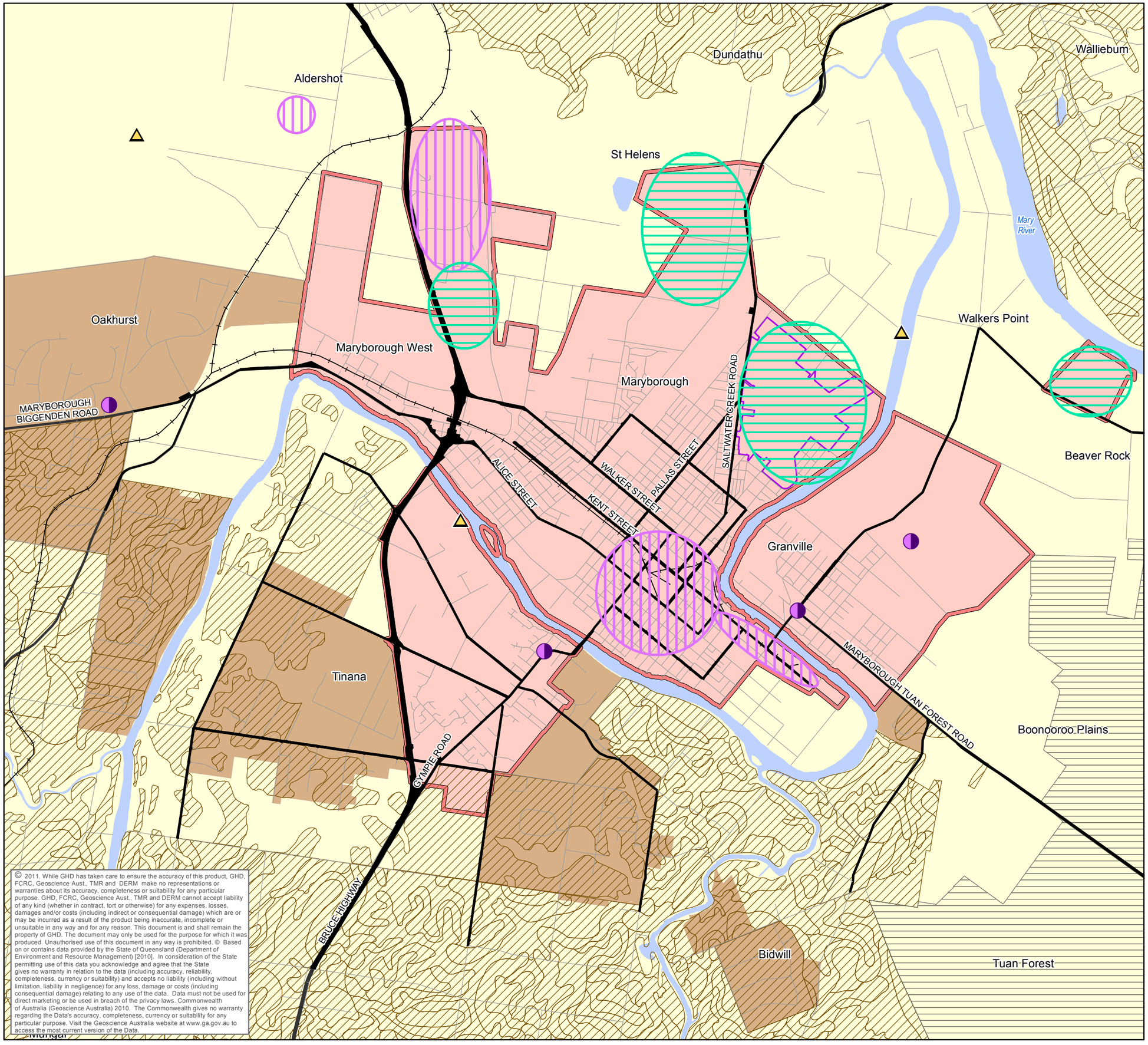

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LEGEND

- Airport
- Major Employment Area
- Key Local Employment Node
- Future Employment/Industry Investigation Area
- Resource Site
- Forestry
- Good Quality Agricultural Land
- Railway

Road

- Highway
- Arterial & Collector Street
- Local Street
- Watercourse/body

Fraser Coast Regional Council Proposed Settlement Pattern

- Urban Footprint
- Regional Landscape and Rural Production Area
- Rural Living Area

N

0 0.25 0.5 1 1.5 2 2.5
Kilometres

1:50,000 (at A3)

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

Fraser Coast REGIONAL COUNCIL

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Fraser Coast Regional Council
Sustainable Growth Strategy 2031

Employment - Maryborough

Figure 29

Date: 13 July 2011 Rev: D

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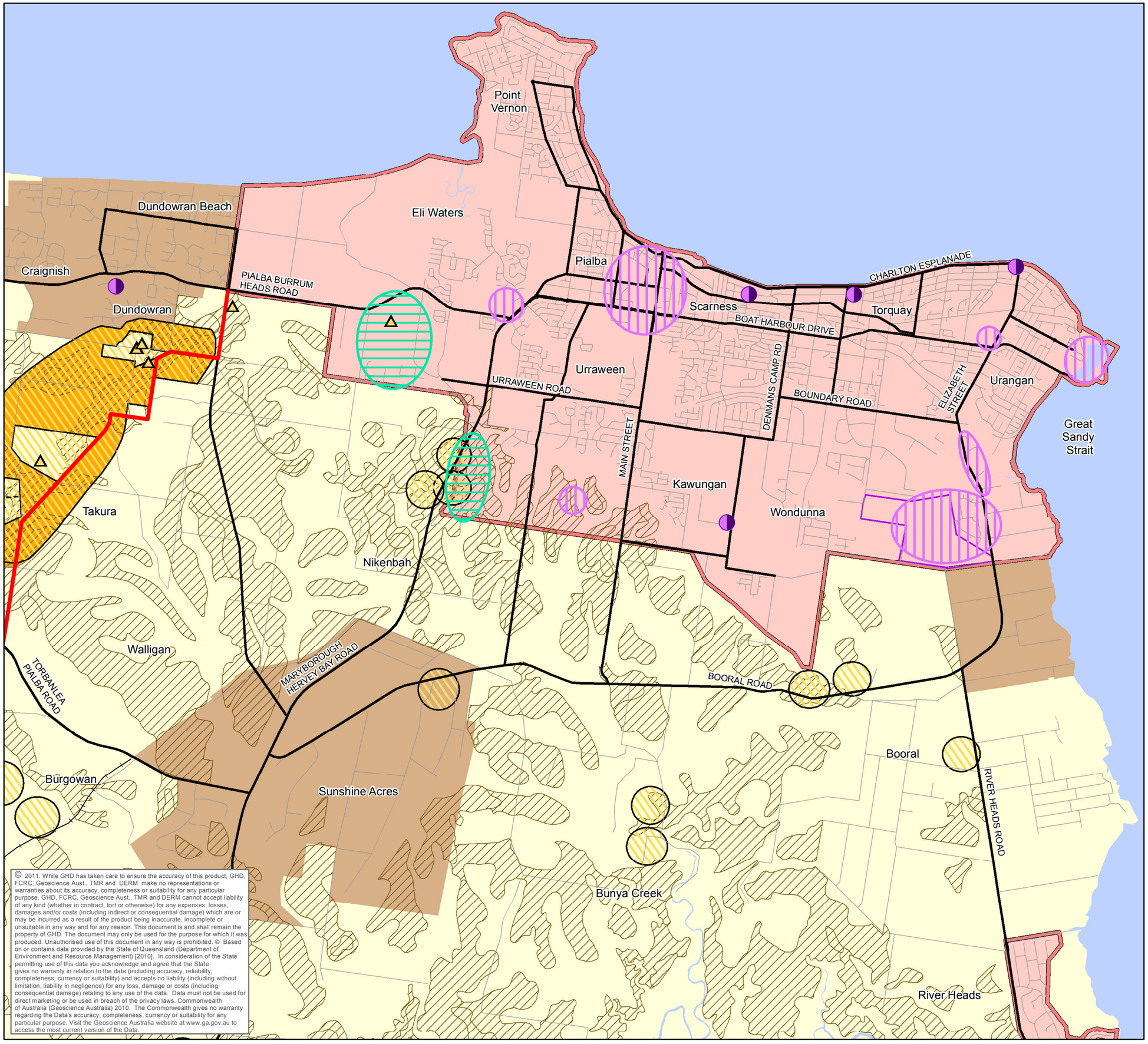

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LEGEND

- Airport
- Major Employment Area
- Key Local Employment Node
- Future Employment/Industry Investigation Area
- Resource Site
- Extractive Resource
- Good Quality Agricultural Land
- Key Resource Area 90/92 Separation
- Key Resource Area 90/91 Transport Route

Road

- Arterial & Sub Arterial
- Local Street
- Watercourse/BODY

Fraser Coast Regional Council Proposed Settlement Pattern

- Urban Footprint
- Regional Landscape and Rural Production Area
- Rural Living Area

N

0 0.3 0.6 1.2 1.8 2.4 3

Kilometres

1:60,000 (at A3)

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

Fraser Coast REGIONAL COUNCIL

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Fraser Coast Regional Council
Sustainable Growth Strategy 2031

Employment - Hervey Bay

Figure 30

Date: 11 July 2011 Rev: D

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Figure 1 depicts the extent of the Regional Landscape and Rural Production Area in Council's proposed settlement pattern.

Figures 28, 29 and 30 depict:

- good quality agricultural land;
- extractive resources;
- the rural towns, townships and communities that support rural production; and
- main transport corridors which are also fundamental to rural futures.

4.7.1.4 Strategic Outcomes

Strategic Outcome – Fragmentation of rural lands and resources contained within them is minimised	
Key Issues	Implementation Measures
1. Further subdivision of rural lands is minimised to maintain viable farm sizes and to support the ability of landowners to continue farming pursuits. 2. New development in rural areas does not limit the productive capacity of existing rural enterprises through introduction of incompatible land uses. 3. Planning ensures effective management of the fringes of urban areas to minimise rural land fragmentation. 4. Provide infrastructure, facilities and transport services to rural areas necessary to support rural economic activities. 5. As identified in the residential strategy, some growth in rural towns, townships and communities is encouraged to support their continued existence and the provision of essential services to surrounding rural areas. 6. Identify and promote: a. sustainable new rural industries and forms of rural production; b. alternative economic uses for	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Providing for some growth in Howard and Tiaro, in accordance with the Settlement Pattern and Built Form Strategy; b. Ensuring rural areas are retained primarily for their rural production, natural habitat and landscape values; c. Ensuring no further rural land holding fragmentation occurs unless it is of a viable area and encouragement is given to amalgamation of rural holdings; d. Retaining GQAL, strategic cropping land and extractive resources for future use and extraction, and maintenance of protective buffers within potentially incompatible uses in the vicinity; e. Protecting natural habitat and landscape character areas and potentially identifying degraded areas for restoration; f. Ensuring appropriate value adding to rural industries is supported; g. Protecting areas suited to a particular form of agricultural production or industry from incompatible land uses; h. Removing impediments to innovative, alternative or new value-adding uses on rural properties such as rural industries servicing farming operations, recreation, agro-ecotourism accommodation, and on-farm produce processing, in order to support

rural land where current farming activities are no longer viable; c. promoting innovative non-urban land uses which support existing rural production enterprises and enable rural landowners to continue farming their lands; and d. value adding to existing industries.	otherwise marginal or uneconomic farming activities; i. Broadening the range of suitable permitted land uses in appropriate rural precincts as well as townships to allow their comparative advantages to be realised; and j. Ensuring rural towns, townships and communities are supported and developed in compliance with the Settlement Pattern and Built Form Strategy. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following:: 1. Assisting rural communities to identify economic development opportunities and to respond to changing economic circumstances through the provision of business advice services and identification of funding programs; 2. Supporting the marketing of agro-ecotourism initiatives based on the outdoor recreation and landscape/scenic amenity of Fraser Coast; 3. Providing incentives for land consolidation and lot amalgamations; and 4. Supporting land owners in rural areas to improve their natural resource management skills and understanding through the preparation of industry and resource management codes of practice and the provision of education programs (possibly in cooperation with State government agencies).
Strategic Outcome – Rural resources are managed in a regional context	
Key Issues	Implementation Measures
1. The majority of the Fraser Coast is retained in the Regional Landscape and Rural Production Area to maintain the environmental, landscape, rural production and rural lifestyle values of rural lands. 2. In accordance with relevant State planning policies and the policies of the draft WBB Regional Plan: - the highest quality soils and farmlands are protected for rural production activities;	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. A high level commitment in the Strategic Framework and other outcome statements to retaining over 90% of the Fraser Coast in rural and open space uses; b. Locating urban development in accordance with the Settlement Pattern and Built Form Strategy; c. Ensuring uses and activities in rural lands do not threaten the viability of existing rural industries; d. Discouraging land fragmentation through

- planning minimises further rural land fragmentation and alienation of land from rural production; - finite water resources, water catchments, riparian areas, rivers, streams and wetlands are sustainably managed; and - key extractive resource areas are protected for future use and extraction. 3. Planning provides for the protection of unique rural landscapes, significant views , green corridors, significant areas of vegetation, scenic values and biodiversity.	subdivision controls and incentives to consolidate and amalgamate titles are provided; e. Providing for the protection, and sustainable management of natural resources through overlays and codes, including: i). Extractive and mineral resources; ii). Landscape and scenic features; iii). Biodiversity values; iv). Ecological areas, corridors and processes; v). Significant areas of vegetation; vi). Riparian areas, rivers and wetlands; vii). Water catchments and receiving waters; viii). Water quality standards for rivers and water bodies, ix). Floodplains; and x). Areas of remnant bushland. f. Protecting significant water supply catchments and storage areas from inappropriate land uses and development through catchment protection designations and performance standards. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Adopting a 'no net biodiversity loss' policy for dealing with rural development proposals impacting on areas of natural, landscape and scenic amenity; 2. Co-operating with Natural Resource Management catchment groups in the delivery of natural resource management programs and when preparing complementary planning scheme polices and provisions; 3. Utilising natural resource management programs and projects to help manage waterways, wetlands, riparian areas and floodplains on rural lands; and 4. Establishing a program to protect, rehabilitate and manage riparian areas on rural lands to ensure their scenic, ecological, recreational and corridor values are retained by using available funding programs and through the preparation of best practice management guidelines.

Strategic Outcome – The character and amenity of rural towns, townships and communities is protected and enhanced	
Key Issues	Implementation Measures
1. The predominant rural character and amenity of the Fraser Coast, including the diversity of rural towns, townships and communities, each with their own distinctive local character, is maintained. Residents have reasonable access to and standards of service for services and infrastructure, possibly located in towns. 2. Planning fosters the distinctive local character and wide diversity of rural communities ranging from rural towns to rural townships. The distinctive and memorable senses of place and historical/cultural amenity present in rural towns and townships is preserved and enhanced. 3. Planning provides a range of rural living opportunities and housing in appropriate locations which provide for access to services, including employment and education, while not contributing to social disadvantage or increased car dependency by residents of the region. 4. Rural towns, townships and communities are integrated with the natural environment and significant landscapes, scenic and cultural features. 5. The role of rural towns and townships as gateways to rural landscapes, scenic amenities and environmental values for visitors living in urban areas elsewhere within the Fraser Coast and the region generally, is recognised. 6. Local employment opportunities	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Ensure the protection and management of rural landscape and scenic amenity values including water bodies, areas of significant vegetation, skylines and important views, particularly from transport routes, lookouts and other public places; b. Identify and protect places, landscapes, and associations of indigenous cultural value; and c. Provide suitable locations for urban fringe and rural lifestyle land uses and housing accommodation within rural planning precincts, preferably associated with rural townships. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Supporting existing and new land owners in rural areas to improve their natural resource management skills and understanding, through codes of practice and education programs; 2. Securing and protecting significant landscape features, localities, areas of vegetation and environmental corridors, public open spaces and recreational areas, and corridor connections from cities and towns to surrounding areas of rural landscape and natural environmental value; 3. Promoting architectural forms and building designs which a sympathetic to the existing character and historical context of rural townships; 4. Providing essential community services, facilities and infrastructure to residents of rural towns and townships and their surrounding rural areas; 5. Promoting new and innovative economic activity and employment opportunities in rural towns, townships and communities so that people can maintain their preferred rural living lifestyles; and 6. Ensuring: – environmental and scenic values which are significant tourism assets and attractors are not compromised; and – heritage values and social cohesion of rural

are facilitated in urban areas, towns and townships for the many rural residents who need to work off-farm in order to support rural lifestyles and / or to supplement farming incomes. 7. Priority is given to maintaining the mutual benefits and interactions between rural towns, townships and communities, environments and landscapes, so that "the whole is greater than the sum of its parts".	townships is not lost in the drive for economic development.
Strategic Outcome – The scenic amenity and landscape values of rural lands are maintained	
Key Issues	Implementation Measures
1. The predominant rural open space and landscape character of the Fraser Coast, with over 90% of the Fraser Coast contained within the Regional Landscape and Rural Production Area, is maintained to ensure the continued protection of rural environmental, landscape, and lifestyle values. 2. Planning maintains the values of rural landscapes, habitats, coastline, valleys, rivers and the mosaic of forested and open landscapes to provide a sense of place and identity for the Fraser Coast and its different communities. 3. The scenic and landscape values of rural areas are maintained to surround, separate and connect the regional cities, towns and townships. 4. Development which takes advantage of the Fraser Coast's lifestyle and economic development opportunities does not detrimentally impact on the significant outdoor recreation opportunities and the diverse landscape, scenic amenities and	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following: a. Retain over 90% of the Fraser Coast in a non-urban use; b. Identify and protect key rural landscape and scenic amenity areas, landscape corridors and inter-urban breaks in the Council's planning scheme based on the Rural Precinct planning approach and the Landscape Character and Scenic Amenity Strategy; c. Address the protection and management of rural landscape and scenic amenity values including water bodies, areas of significant vegetation, skylines, and important view-sheds particularly from transport routes, lookouts and other public places; and d. Locate and design urban developments so that they will not detract from valuable landscape and scenic features. **Possible non-statutory measures:** As part of its overall corporate planning processes, Council may consider implementation of the following: 1. Adopting a 'no net biodiversity loss' policy for dealing with development proposals impacting on areas of natural, landscape and scenic amenity as set out in the Natural Environment Strategy; 2. Utilising natural resource management programs and projects to help manage waterways, wetlands, riparian areas and floodplains; 3. Protecting, rehabilitating and managing riparian areas

natural resources available in rural areas of the Fraser Coast. 5. Rural land owners are encouraged and supported to be the custodians and managers of rural biodiversity values and scenic and landscape amenity.	to ensure their scenic, ecological, recreational and corridor values by using available funding programs and through the preparation of best practice management guidelines; 4. Where possible, secure and protect public access to significant areas of scenic and landscape value, and to lookout locations which provide views of important landscape features in the Fraser Coast; 5. Identify, secure and protect a high quality open space network for environmental, community, landscape, scenic and outdoor recreation purposes in accordance with the Open Space strategy 6. Take into account the impacts of development on landscape and scenic values, ecological areas, biodiversity, significant vegetation, water quality, and water resources and storages, when considering development proposals; and 7. Ensure environmental and scenic values which are significant tourism assets and attractors are not compromised and that the heritage values and social cohesion of rural towns and townships is not lost in the drive for economic development.

4.7.2 Economic Activity Strategy

4.7.2.1 Purpose

The purpose of the Economic Activity Strategy is to:

- support economic and employment growth in the Fraser Coast;
- ensure economic activity is located to maximise the use of existing infrastructure and to minimise the cost of supply of new infrastructure; and
- confirm and support a robust and responsive activity centres hierarchy, in order to promote increased self-containment and prosperity in the Fraser Coast.

4.7.2.2 Strategy Overview

The Economic Activity Strategy, which supports the achievement of economic growth and employment outcomes necessary to underpin sustainable development and growth of the Fraser Coast, seeks to deliver economic activity and employment outcomes that:

1. meet the objectives and outcomes of the draft WBB Regional Plan in a manner which supports the planning vision for the Fraser Coast;
2. ensure adequate supplies of appropriately located industrial and other non-residential land and infrastructure services to support projected employment growth;
3. accommodate the allocated share of future regional dwelling and employment growth to well serviced areas within the Fraser Coast to ensure the quality of life of residents and to reduce social disadvantage;
4. encourage employment and economic development opportunities in a range of sectors, including service industries, commercial and retail functions to cater for the needs of

residents as well as to improve the local jobs balance and employment self-containment;

5. promote economic and employment sustainability together with a higher level of and balance between local jobs and housing as a long-term outcome;
6. promote related industrial activities and other servicing functions, as a significant catalyst for new economic and employment drivers within the Fraser Coast; and
7. support investment in both traditional and new economic sectors where the Fraser Coast has an advantage, including an expansion of tourism and recreation pursuits based on the area's natural and scenic amenities, to assist the generation of local job opportunities.

With regard to centres, the strategy seeks outcomes that:

1. identify and implement a robust strategic hierarchy and network of commercial activity centres and employment nodes, maximising accessibility to and providing for the different employment, shopping trips and community needs of Fraser Coast residents and visitors;
2. based on those centres, integrate a range of activities including shopping, offices, community, entertainment and recreation uses;
3. ensure each centre is a high quality urban environment serving as a community focal point, suited to its scale and community setting;
4. ensure the efficient provision of infrastructure to land uses providing employment, education and services; and
5. balance the various roles of centres so that they complement rather than compete with each other for the benefit of the whole community.

4.7.2.3 Mapping

Figures 28, 29 and 30 depict major employment areas including:

- Existing industrial land;
- Future industry areas;
- Key transport infrastructure e.g. airports;
- Major and Key employment nodes;
- Extractive resources and Good Quality Agricultural Land; and
- Resources sites.

4.7.2.4 Strategic Outcomes

Strategic Outcome – Hierarchy of Activity Centres	
Key Issues	**Implementation Measures**
1. Land uses contributing to employment, education and services in the Fraser Coast are located in an activity centre appropriate to their scale and function within the region. 2. A hierarchy of activity centres is established	**Statutory measures:** The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following:

within the Fraser Coast, to support the preferred settlement pattern as follows:

Activity Centre	Description
Principal 1. Hervey Bay (Pialba Place / Boat Harbour Drive); 2. Maryborough Central Business District (CBD).	These centres contain the largest and most diverse concentration of urban activities. They are the key regional focus of employment, government administration, retail, commercial and specialised personal and professional services. They accommodate significant cultural, entertainment, health, education and public and active transport facilities. They also have the highest population densities and the greatest concentration of mixed use development.
District Eli Waters, Urangan Central, Nikenbah	These centres serve as catchments of district or subregional significance, accommodating concentrations of employment, business, services, commercial and retail uses. These centres may also contain a hospital and secondary school, and provide a range of cultural and entertainment facilities such as a museum, sports parks, cafes and a community hall.
Specialist	These centres provide a wide range of retail, commercial and

a. Developing a Strategic Framework to support the activity centres hierarchy and the proposed development sequencing and timing of office and commercial employment opportunities;

b. Identification and protection of key industrial and economic activity sites;

c. Identification and protection of locations for lower order local industries, economic opportunities and centres activities that create employment close to where people live;

d. Provisions which seek to protect the centres hierarchy while also encouraging the establishment of new industries and economic developments required to support urban settlements and to provide local job opportunities;

e. Identification of and an appropriate allocation of land to support mixed use retail, commercial and light industry type land uses for the purpose of supporting the sustainable growth of the region's coastal and rural towns and townships;

f. Suitable overlays and other provisions to protect infrastructure corridors and sites required to service industry, economic activity and centres; and

g. Structure and local planning of future community areas to seek to include adequate provision of employment opportunities to service their needs, to provide local employment, and encourage greater levels of self-containment.

Possible non-statutory measures:

As part of its overall corporate planning processes, Council may consider implementation of the following:

1. Progressively updating its Economic Development Strategy for the Fraser Coast building on its economic development opportunities and reflecting the objectives of the draft WBB Regional Plan;

2. Working closely with State and Commonwealth economic development

Torquay, Scarness, Urangan Node	entertainment facilities for tourists and visitors and convenience services for residents of the surrounding area. These centres will contain tourist accommodation, mixed use development, medium/high density housing, cafes and restaurants.
Local Howard, Torbanlea, Tiaro, Burrum Heads, River Heads, Point Vernon, Tinana, Dundrowan Granville (although subject to structure planning, may be identified as a higher order centre) Kawungan Torquay - (Bideford Street)	Local activity centres in a rural or coastal area often have strong character and links with rural production and regional landscape values. More generally these centres contain a concentration of business and employment that primarily serves local residents, tourism or primary production industries. These centres may contain some retail, government services, entertainment and community facilities.

3. As the highest order centres, Hervey Bay and Maryborough are planned to have clear and complementary roles to accommodate specific types of facilities and services required by the projected population.
4. A significant proportion of additional commercial office floor space demand is provided within the Pialba and Boat Harbour Drive precinct, to reinforce its position as the dominant commercial office market within Hervey Bay.
5. In the longer term, structure planning will

agencies to gain policy, funding and practical support for specific industry/economic development initiatives;

3. Assisting urban and rural communities to identify new economic development opportunities and to respond to changing economic circumstances through the provision of business advice services and access to Government funding programs;
4. Maintaining and enhancing the region's strategic freight network to link regional industries to markets;
5. Providing, securing and maintaining appropriate levels of infrastructure (road, rail, water, energy and telecommunications) and community services to support industry and economic activities;
6. Supporting the marketing of industry and economic initiatives based on the Fraser Coast, traditional and new rural sector production and related industrial activities, agro-ecotourism, outdoor recreation opportunities, and the region's landscape/scenic amenities;
7. Seeking the establishment of vocational education and training, research and development facilities in the Fraser Coast, that:
    (a) responding to specific local industry needs;
    (b) providing essential skills development in the workforce and community;
    (c) supporting innovation and expansion of existing economic sectors; and
    (d) enabling clustering of like industries with similar skills demands and servicing requirements.

determine when a supermarket and Discount Department Store (DDS) is needed at Nikenbah, and whether commercial office floor space is appropriate. 6. The majority of government agencies are preserved in Maryborough where possible to avoid fragmentation of these services, however additional services are encouraged in Hervey Bay. 7. Investigate the potential for a supermarket anchored centre on Boat Harbour Drive to serve residents between Pialba and Urangan. 8. Provide additional commercial office demand related to the tourism industry within the specialist centres of Torquay, Scarness and Urangan. 9. Maintain the role and function of centres for Eli Waters, Urangan, Howard, Tiaro and other existing small rural or coastal centres. 10. When appropriate, a Department Store or an additional Discount Department Store (DDS) is located within the Principal Centre of Hervey Bay. 11. When appropriate, accommodate a centre in the area to the south of Doolong Road, as identified in the Doolong Flats/Ghost Hill and Kawungan North East Structure Plan. 12. Subject to demand, supermarket-anchored centres are supported at Urangan and Nikenbah. 13. The provision of retail floor space which is primarily oriented towards tourist/visitor spending is encouraged in the vicinity of Fishermen's Park and the existing marine precinct near the Boat Harbour at Urangan provided that: (a) it does not conflict with the recommendations for additional floor space to service the residential population of Hervey Bay and the wider the Fraser Coast up to 2031 as discussed above; and (b) any development excludes a full-line supermarket or a DDS.	

14. The provision of additional retail space is encouraged in Maryborough subject to demand. In the medium term, a new full-line supermarket is considered appropriate.

15. Corner store type facilities are encouraged in appropriate locations to service the needs of local residents, where they do not conflict with or threaten the viability of the hierarchy.

16. Within rural and coastal towns and townships, development which provides for a range of services within the identified centre is encouraged.

Strategic Outcome – Industry diversity

Key Issues

1. There are a number of existing major and future identified employment areas within the Fraser Coast Regional Council Area. The major employment nodes have been identified as:

Regional Locality	Employment Areas
Maryborough	Maryborough City Maryborough West Tinana Granville St Helens
Hervey Bay	Urangan Dundowran
Rural Areas	Howard Broweena North Aramara Tiaro

2. Priority is given to developing and implementing a jobs self-containment and jobs balance policy to maximise local

Implementation Measures

Statutory measures:

The new Planning Scheme will consider the inclusion of provisions, that seek to support the strategy and address the key issues, such as the following:

a. High level commitment in the Strategic Framework and other outcome statements to providing an ongoing supply of industrial land;

b. Provision for an adequate supply of large footprint/ general industry land at Hervey Bay, potentially as an extension of the existing Dundowran Estate and adjacent to the Nikenbah Transfer Station (as part of a structure planning response);

c. Allowing for the expansion of large footprint/ general industry land in Maryborough;

d. Focusing general industry development at Maryborough West, consolidating with the existing industrial land uses where access to highway and rail transport networks exist;

e. Identifying Fraser Coast Marine Industrial Precinct as the primary marine industry facility in the region;

f. Limiting the scale of marine industry facilities in Hervey Bay to a level commensurate to servicing recreational boats and existing commercial fishing fleet and clustered around Urangan Boat Harbour in small

jobs in diverse industries including those from both traditional and new sectors such as:

a. Tourism;
b. Aviation;
c. Marine;
d. Health;
e. Education;
f. Construction; and
g. Government.

3. Sub-regional economic development strategies are refined and updated to boost business investment, diversify local economies, and enable businesses to grow.
4. Major and future industrial employment areas are supported by the sustainable and financially viable provision of infrastructure.
5. Home based businesses which contribute to the Fraser Coast economy but do not impact on the surrounding residential amenity or environmental values are supported and encouraged.
6. Areas and sites suitable for industrial and economic activity, in particular, for large footprint and general industry are identified and zoned, particularly in Maryborough given its relative access to major transport networks (road and rail).
7. In addition, land for industry is identified in Hervey Bay.
8. Existing and future economic infrastructure sites are identified and protected from encroachment by incompatible land uses.
9. Job creation and employment diversity are maximised in centres.
10. New business and industry initiatives are identified, promoted and supported in rural centres, building on local strengths and opportunities.
11. Fraser Coast Marine Industrial Precinct, an area located between Beaver Rock Road and the Mary River at Granville, is

scale and high quality tenancies;

g. Facilitating, where appropriate, the provision for "hard to locate" industries in appropriate locations of the Fraser Coast; and
h. Considering options for small – scale complementary land uses and services in industrial precincts to support businesses and workers, such as convenience retail and child care.

Possible non-statutory measures:

As part of its overall corporate planning processes, Council may consider implementation of the following:

1. Establishing a joint State and Council Task Force to oversee the implementation and marketing of the Fraser Coast and the provision of essential infrastructure required to support new industry and business to the Fraser Region;
2. Working with relevant State Government agencies and private sector industries to secure infrastructure funding commitments to support the establishment of Maryborough as an industrial city within the Fraser Region;
3. Ensuring road and rail facilities at Maryborough are fully integrated;
4. Seeking an efficient public transport system to cater for the needs of workers at Maryborough;
5. Promoting a range of economic activities at Maryborough including transport, warehousing and manufacturing as its key industries;
6. Encouraging clusters and precincts of like industries and those which can maximise synergies between each other;
7. Investigating the possibility of incorporating high tech research and development campus and vocational training facilities allied to major industries established at Maryborough as an extension of the TAFE facility; and

intended to consolidate and expand the boat building and associated industries and services within the Fraser Coast region. 12. Marine services activity within Hervey Bay complements, rather than competes with, activity within the Fraser Coast Marine Industrial Precinct at Granville. 13. No additional industrial land is anticipated in Tiaro or Woocoo to 2031. 14. Within rural towns and townships, small scale industrial development which provides for a range of services within the identified centre is encouraged.	8. Encouraging best practice in sustainable industries and development including a closed system of water cycle management, energy efficient buildings and operations, minimising air quality, light and noise emissions, and achieving high quality building design, efficient street networks and visually pleasing landscapes, open spaces and green corridors.

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Document Status

Rev No.	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	Various	Matthew Jordan		Matthew Jordan		1/9-2011